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With rail buried, scuppers spouting foam half way to the hatch coamings, her bows smashing down the seas and everything bar taut, the schooner *Henry Ford*, American representative in the International Fishermen's Race, doing 13 knots.

Photo by E. Levick

Start of the race the second day, when Capt. Morrissey shot the *Ford* in between the *Bluenose* and the committee boat and took the lead.

How Bluenose Won the Fishermen's Race

Bungling of the Sailing Committee Mars What Promised to be a Fine Series

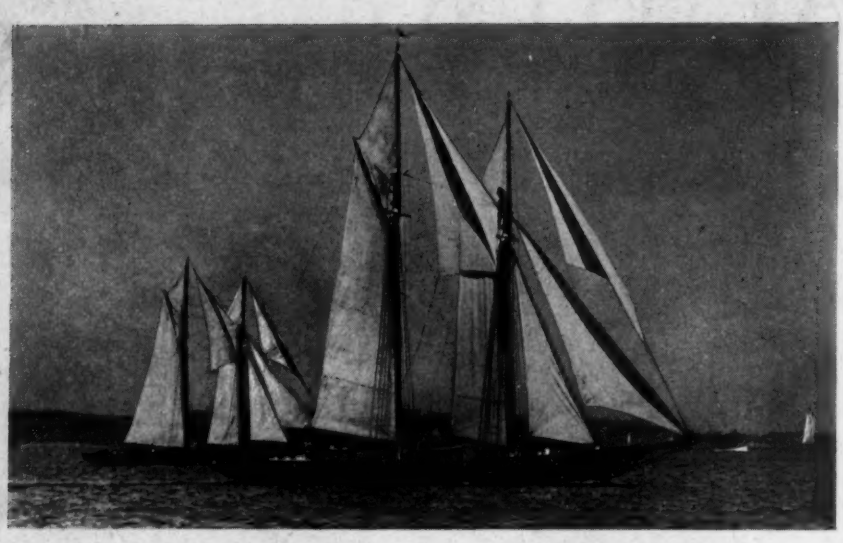
By HERBERT L. STONE

FOR generations the fame of the men who sail out of Gloucester and the Nova Scotia ports to earn their livlihood on the fishing banks, for seamanship, for daring, for carrying sail and for making fast passages, has been a byword among those who follow the sea. It was a calling that required all these qualities in the men that followed it, and in addition, called for a vessel that was able, fast and that could be driven to the limit, blow high, blow low. And so the old pinky and "heel-tapper" of the early days of the banks fishermen has been developed into the modern fishing schooner whose seaworthy qualities and speed are acknowledged the world over as the highest yet attained in small vessels.

Now, the reputation of these men and their vessels has been made at sea, in the weathering of hard gales that tried the ability of the largest ships, in the chances they took to get the fish, and, most of all, in their ability to carry sail and "make a passage." Drivers they are, who carry-on when racing home for a market until one wonders how the sticks stay in 'em and the lee rail and half the deck are under water more than out of it when it breezes, who swing all four lowers in the long runs from the banks when an ordinary vessel would be hove to, and to whom winter gales mean no more than summer squalls.

In view of this it seems too bad that when Mr. W. H. Dennis of Halifax, offered an International Cup to settle the keen rivalry between the Bluenose fishermen and those who sailed out of the New England and Atlantic ports, to be emblematic of the championship of the Canadian and United States fishing fleets, the conditions were not fixed so as to test the boats and men over a long ocean course such as they are used to in their work, rather than in a series of races over a short course, close to land, under regulations with which the men were not familiar, and which, naturally, follow too closely those of yacht racing to be to their liking or understanding.

It was a foregone conclusion, apparent the second year of this contest, that the event was headed for the shoals, and the Deed of Gift, at first simple enough to cover a race between fishing vessels, has been so tinkered with that a contestant has to be measured and may have to cut off sail, the day before the race, with which she has fished on the banks regularly. The reason for



The start the first day when the committee called it 'no race" because neither skipper saw the postponement signal. There was only 5 seconds between the boats at the line.

this is beyond a man's comprehension who is not familiar with rating rules and theoretical speeds. It looks now as if the event had fetched up on the shoal.

All of which is by way of introduction to this year's series, and is, perhaps, too long for best literary practice—but these facts should be borne in mind in reading the account of the races, and this isn't a literary production, anyhow.

After racing for two years in Canadian waters off the Nova Scotia coast, Gloucester was the scene of this year's contest, and a 40-mile course was laid out with the start off Eastern Point, some half-mile from the harbor entrance. Thirty miles of this course was a triangle, ten miles to a leg, with a five-mile leg out from the start to the apex of the triangle and back again to the finish.

The Canadian challenger this year was the *Bluenose,* the successful winner of last year's race against the *Elsie,* while the American boat chosen (after a series of elimination races) was the new schooner *Henry Ford,* built last Winter and launched this Spring. She has been fishing on the banks ever since. The American schooner *Mayflower* was again barred by the Canadian Committee, for reasons which appear elsewhere in this issue.

The *Bluenose* was built in 1921, at Lunenburg, from designs by W. J. Roue, a Halifax yachtsman. She is a salt fisherman and a big boat even for this kind of fishing. She is a larger vessel than the American defender, as the following table shows. She was sailed by Captain Angus Walters, who handled her so ably in last year's race.

The *Henry Ford* was designed by "Tom" McManus, who has turned out so many of the fast fishing schooners of Gloucester and Boston and who was the originator of the knockabout schooners which were so popular a few years ago. She is a beautiful vessel with a moderate overhang forward and a short bowsprit, after the prevailing practice. She is a fresh fisherman, as distinct from the Nova Scotia salt fisherman, and is smaller than the *Bluenose,* the requirements of the service not calling for as large a capacity as for a grand banker. She is a fine, able vessel commanded by Captain Clayton Morrissey of Gloucester.

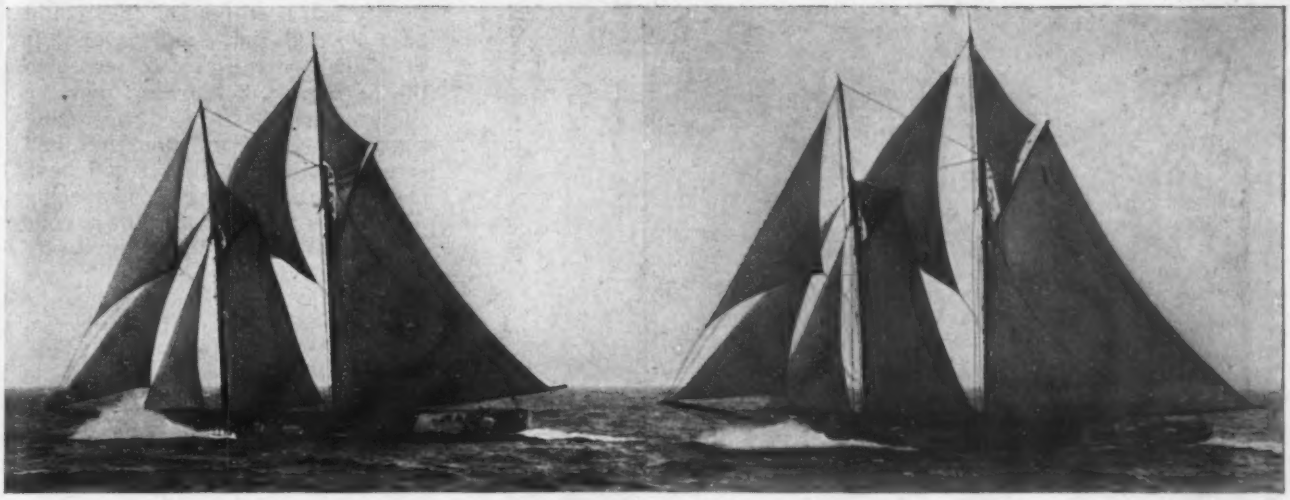
The general dimensions of the schooners are as follows:

	Bluenose	*Henry Ford*
L. O. A.	141′	138′
L. W. L.	111′ 8″	109′ 4″
Beam	27′	25′ 2″
Draft	15′ 6″	15′ 2″
Sail Area	9971 sq. ft.	9640 sq. ft. (before cutting down)
Length main boom	81 feet	76 feet

When Gloucester awoke on the morning of October 21st, the day of the first race, and cast its weather eye around the horizon to take a squint at the weather, there was already a feeling of uncertainty in the air and a good deal of tenseness in the atmosphere. This was caused by the fact that at 7 P. M. the evening before the skipper of the *Ford* had been told by the official measurer that he would have to have some 437 feet of sail cut from his mainsail to comply with a new provision of the Deed of Gift. This rather staggered Capt. Morrissey, as he had fished on the banks with these sails all season, and it seemed doubtful if he could have them recut by the next morning. But the sail was unbent and a gang of sailmakers worked on it all night. At 8 o'clock the next morning the sail was not back on board—and the race was scheduled to start at 10 A. M., outside.

When the committee boat, the destroyer, *Paulding,* steamed out of the harbor at 9 o'clock it was not known whether or not the American boat would be ready to race that day. But the sailmakers kept on the job and at 9:20 the *Ford* got under way with a towboat alongside, the crew bending the

Hoisting the mainsail on the *Ford,* with the "gang" tailed on to throat and peak halyards.

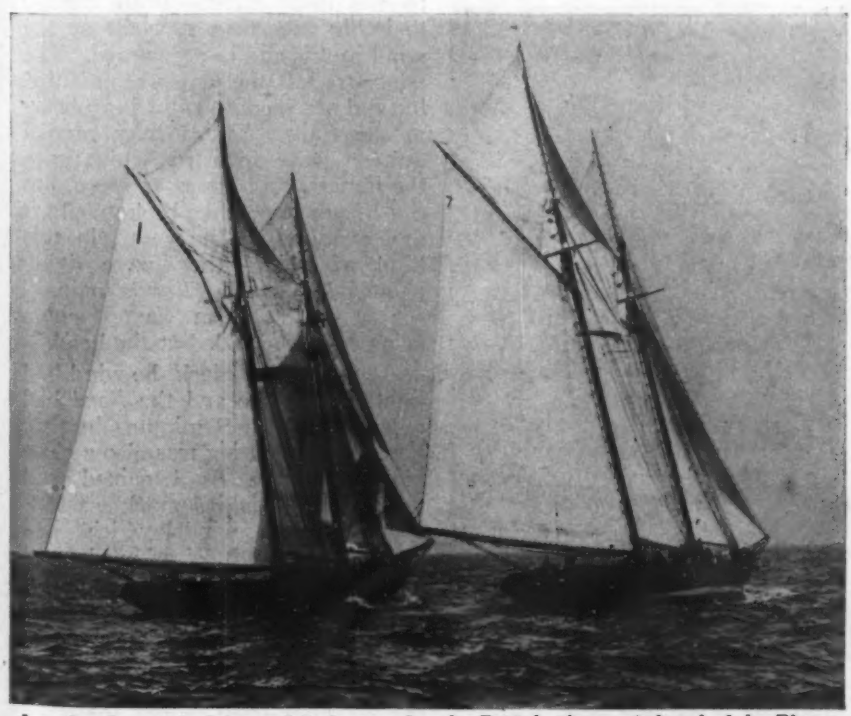


Jammed on the wind in the second day's race. The *Ford* at left, *Bluenose* at right.

mainsail feverishly as she was towed out. Recut, the sail had lost two 20″ cloths the length of her leech, and now did not come within four feet of the ends of boom and gaff. How the change would affect her balance and sailing no one knew, but her crew were game, just the same.

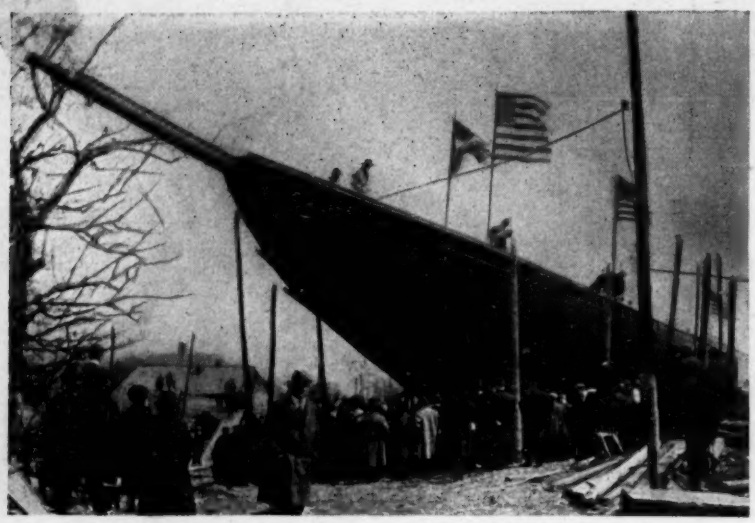
The committee boat, with the International Committee and the Race Committee on board, established the starting line off Eastern Point, shortly before 9:30. At that hour, as the *Ford* had not appeared, the latter committee put up a postponement signal (for a 30-minute interval) in the shape of a small black ball hardly discernible for ⅛ of a mile without glasses. The postponement was presumably to give the *Ford* more time, although this was not announced. The wind was about W. S. W. and light, though it was increasing. About 9:40 the *Ford* cleared the breakwater, cast off her hawser, and set her topsails, standing out for the line. It was evident that she could make it all right.

As 10 o'clock approached both vessels maneuvered for position some distance from the line and then stood down before the wind for the start as the minutes ticked away. Apparently neither of the skippers had noticed the postponement signal, as they had not been near the line before. Timing their speed nicely, they hit the line at 10 o'clock, only 5 seconds apart, and just as the postponement ball was hauled down and the whistle blew on the committee boat to call attention to the signal. Knowing only that the race was scheduled to start at 10 and that a whistle would call attention to the starting signal, both skippers believed the race was on, and their slicker-clad crews worked like mad trimming sails and sending up big fisherman staysails. The *Ford* was first over and to windward, but with the wind well aft this latter position was not of much value. Both skippers were intent on getting everything out of their boats and paid no further attention to signals. Therefore they never saw the recall signal, a small flag with a number 7 on it, not over 10 inches high, or paid any attention to several blasts of the destroyer's whistle. They only knew they were side by side, across the line, and the first mark 5 miles away. That's enough for any fisherman.



Just after the start in the second day's race when the *Ford* shot by to windward of the *Bluenose*.

But how about the committee? It was a situation that required quick decision and instant action. The committee, was, apparently incapable of either. As the schooners held on their course, never noting the miniature recall flag, the committee finally called a coast guard power life boat alongside and dispatched her after the fleet racers to bring them back. But the power boat was slow and before she caught the schooners they had gone some mile and a half or more. Also, the power boat carried no race committee flag or member of the committee and so was not clothed with power. We watched her go first to the *Bluenose,* the nearest one to her, as she was last, and then to the *Ford,* and still nothing happened. Twenty minutes had slipped away when she returned and reported to the Race Committee, "Capt. Walters of the *Bluenose* refuses to



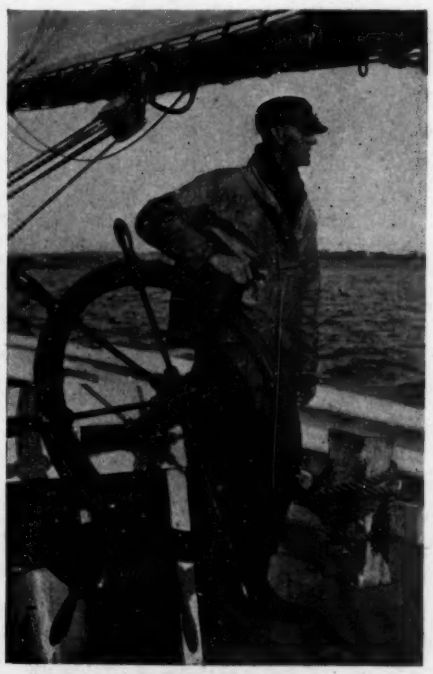
The *Ford* before launching, showing her bow.

come back. He says to tell the committee he's doing well enough. We told Capt. Morrissey what the *Bluenose* said and he refused to come back also."

This was getting worse and worse! What could a poor committee do after being defied by two fishing skippers? The fact that they were on a 32-knot destroyer, and that another destroyer was at hand, either of which could have overhauled the racers and brought them back, did not seem to offer a solution—or at least they did not accept it. Instead, they sent down word from the bridge to the rest of us on deck that it seemed too bad to disappoint the big fleet which had come out to see the races and they would let them go on and *probably* they would call it no race. Then the destroyer we were on got her hook, steamed at full speed to the first mark, where we arrived just in time to see the *Ford* turn 2 minutes, 30 seconds ahead of the *Bluenose* and haul on the wind for the next leg. After that, without a word to either skipper about it not being a race, the destroyer, with the committee flag flying, steamed down ahead to mark every turn, the committee took the time of the boats as they rounded, while both crews worked as fishermen always work when a race is on, and everyone of the thousands on the sightseeing fleet thought they were watching the first international race.

At the finish, to fittingly crown the day's work, we first heard definitely that the committee had decided to call it "no race," and they steamed into the harbor without making a finish line or staying to greet the racers as, with every stitch drawing, they swept by the buoy on a close reach in a fine breeze, leaving the *Ford* (with the secretary of the U. S. Navy aboard) and the *Bluenose* no line to cross after they had sailed a hard, trying 40-mile race. It was certainly an edifying performance.

Now, the committee would have been justified in getting the boats back for another start, and failing to do so, to "stand pat" and call it no race. The skippers had erred and it was a false start. There were three courses for the committee to pursue. They could have gone themselves in their own destroyer, or sent another destroyer to turn the boats back and start again. It was early in the day, there was plenty of time to do this and the breeze was increasing steadily. Or, if they felt their authority had been flouted, they could have "stood pat" and never left their anchorage except to return to the harbor. Or, knowing that the skippers were not used to racing signals or starts and that they had erred unwittingly, they could have pocketed their dignity and, seeing that it was as fair a start as anyone could desire and both skippers were satisfied with it, they could have let it go at that and forgotten the postponement. For after all, racing rules are only to give all contestants an equal chance, and when that chance is had, as it was here, the desired ends were served. But the minute the committee got up hook, and marked the turns and took the times, they, in effect, sanctioned the race, especially in the minds of the skippers and crews of the racers.

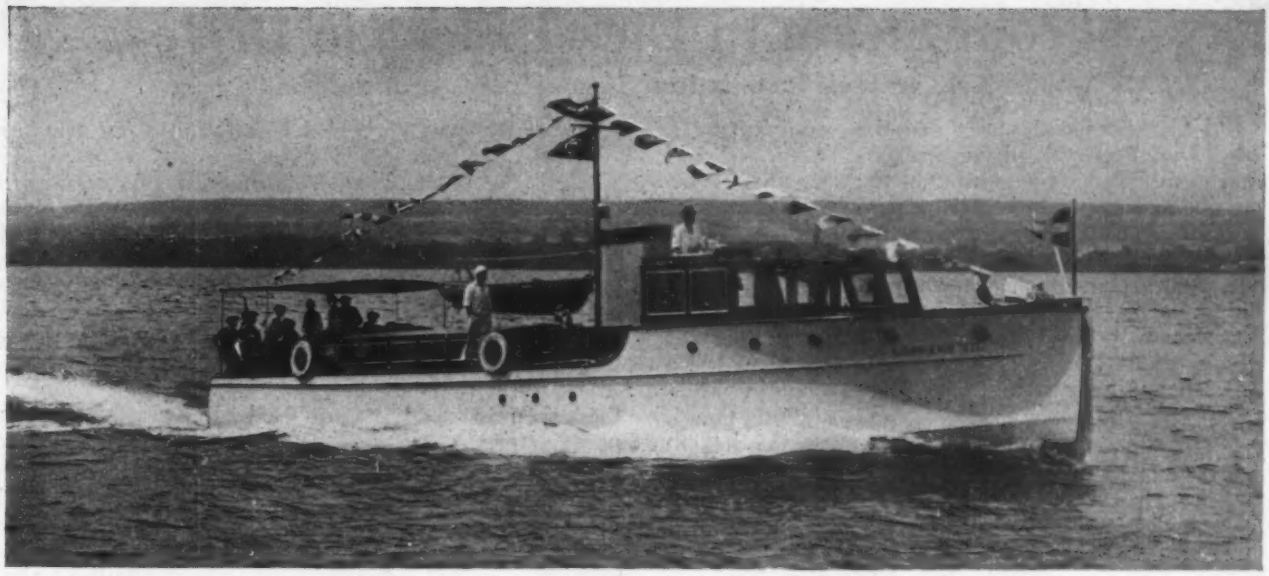


Capt. "Clayt" Morrissey, lank and "long sparred," at the wheel of the *Ford*.

To get back to the race itself, for it was a race, committee or no committee. The second leg was a close reach, jammed hard on the wind for ten miles, and it gave everyone a chance to see how the boats compared.

The *Ford*, hardening the wind first as she trimmed in, pulled ahead, and when the *Bluenose* turned the American boat had a good lead. Walters shot his schooner up and got a position on the *Ford's* weather quarter and then wiped her off a trifle and let her travel. At first the Canadian seemed to gain and it looked as if the *Ford* were sheet bound, but seeing the distance decrease, Morrisey got his boat going again and thereafter he gradually increased his lead to the next mark. Both carried their big fisherman staysails on the wind in this and in every race. The *Bluenose* left the water beautifully, but did not seem to enter it as easily as the *Ford*. The former carried quite a wave forward, which gave the impression of greater speed, but the *Ford's* bow wave broke well aft and away from the vessel in this kind of going—they were doing about 7 knots. The *Ford's* mainsail set better, that on the *Bluenose* being badly wrinkled at the head.

At the second mark the wind had lightened a trifle and the *Ford* had a lead of about 9 minutes in time here. The next leg was also a close reach and the *Ford* gained still more. As the third mark was approached the wind, which had backed to south, freshened, and both vessels were moving fast. There was some 8 minutes, and 40 seconds difference in time here, though the distance between them was greater than at the second mark. They jibed around the stake



Leopard VII, a new high speed cruiser in Canadian waters, owned by Griffith B. Clarke, Toronto, Ont. She is 65 feet long and does 28 miles per hour with two Sterling "sixes"

and on the next leg the wind was well aft over the starboard quarter, and increasing, until the sea was covered with tiny whitecaps. The *Ford* scandalized her fisherman's staysail to make it draw better, and kept increasing her lead until there was about a mile of open water between her stern and the *Bluenose*. They were doing a good eight knots on this leg, before the wind. At the next mark there was 11½ minutes between them and both boats then had a reach to the finish. Here they did the best sailing of the day, lying over in the breeze, which was now of about 12 knots' strength, and footing like race horses. Down they tore for the buoy, only to find no line established and no committee to time them. Both skippers were nonplussed, but kept on by the buoy and headed for the harbor, clewing up topsails and getting off light sails as they were taken in tow for docking. The difference in time was about 15 minutes, in distance about a mile and a half.

A tremendous crowd on the docks greeted the racers and cheered the winner. When they heard it was "no race" the crowd ashore was wild. Gloucester was red hot that night and Sunday, and rumors flew thick and fast.

That night another surprise was in store for the *Ford's* crew. The measurer casually announced that by his computations the *Ford* was right on the limit of her sail area. Another 80 feet would have to come off the mainsail. This was the last straw. On Monday the *Ford's* crew refused to race and left the ship in a body. Captain Morrissey could not hold them. At 8:30 Mrs. Raymond, wife of one of the owners, got hold of them, and with deft persuasion and an appeal to their sportsmanship got them back to the wharf where the *Ford* was tied up, at 9 o'clock. They felt they were being made "goats," as they expressed it. The recut mainsail again had to be bent. They got it bent as on Saturday and were again out to the line on time.

Second Race

This time the committee postponed the start until 11 A. M. The wind was S x W, a good sailing breeze, and a lop of sea which made the smaller boats dance but did not bother the racers. There was every prospect of a fine race.

Both boats maneuvered for a half hour or so before the start swaying up on halyards and topsail sheets to get the last inch of stretch out of them. All the time the wind was hardening. As the starting time approached both stood for the line. The *Bluenose* was ahead and stood close to the committee boat, evidently having the best of it, and right with the gun. The *Ford* with more way on and everything drawing, was not to be denied, however, and Morrissey shot her across the

(*Continued on page* 258)

Captain Morrissey, Skipper of the *Ford*

The name of Captain Clayton Morrissey, as well as that of his fine schooner, is now known at nearly every fireside in America. To the maritime world where he is known, he is "Clayt" the driver, "Clayt" the manager and leader of men, "Clayt" the indefatigable, for all the maritime world respects a real sailor, and every inch of this man's lanky six-feet-two is as nautical as the sea air he's been breathing since a boy. If you don't believe that these qualities are hereditary, just listen:

Old Granddad Morrissey was a life-long master mariner. His sons, William, Delbert, David, Fred and Howard followed suit. Clayton is the son of Captain William, and he is a son of whom any father might feel proud. Out of Gloucester sailed this pair when the lad was ten years old. A deck boy they called him then, when he served under his Dad in Fred Wonson and Company's vessels. Later he made trips with the famous "Tommy" Bohlen, to Iceland and to Norway.

Just prior to reaching his majority, "Clayt" was down in the West Indies along with his father in the fine new schooner *Effie M. Morrissey*, named by the way, for the young man's sister. His father being taken sick, the son, just turned twenty-one, "took the vessel home." From that day to this Clayton Morrissey has had enviable commands.

What finer vessels could a young skipper ask for than the *Joseph Rowe, Lizzie Stanley, Elector, Harry A. Nickerson, Louis H. Giles, Procoin, Arethusa* and the first beam trawler out of Gloucester. It was from this large steamer, the *Walrus*, that Captain Clayton Morrissey landed the largest catch of fish on record. He also broke the record in salt fishing. Oh, some driver is this remarkable man!

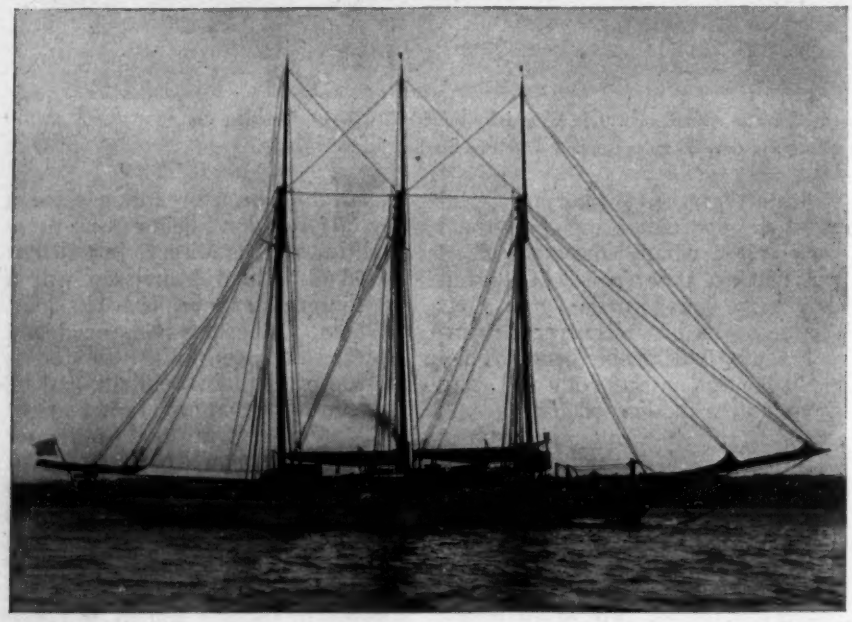
At forty-nine years of age "Clayt" is principal owner and skipper of what the writer believes is the most perfect specimen of a fishing schooner ever built. And if it hadn't been for gross mismanagement of the races, she would have captured the Fishermen's Cup.

From Steam to Diesel Electric Drive

An Unusual Installation Successfully Accomplished

THE successful use of the Diesel electric drive in submarines during the war brought the possibilities of this method of propulsion up for consideration for yachts, and in the winter of 1917-18, Mr. Edgar Palmer, who previous to the war owned the auxiliary steam yacht *Guinevere* commissioned A. Loring Swasey to design an auxiliary with Diesel electric propelling machinery.

Mr. Swasey secured the co-operation of his former partner, A. B. Raymond, and conferences were held with Mr. Winton of the Winton Engine Works, Mr. Emmet, of the General Electric Co., and with Mr. Sykes, of the Westinghouse Mfg. Co. A contract was finally placed with Geo. Lawley & Son, Corp., for the hull machinery, and equipment. Lawley then contracted with the Winton Engine Works for the Diesel electric propelling machinery, and the Winton Co. placed the order for the electric equipment with Westinghouse.



Alcyone, formerly a steam-driven auxiliary, in which the power has been changed to Diesel electric-drive with marked success. She now has a speed under power of 10 knots.

Shortly after this contract was placed, the Winton Company secured a contract for Diesel electric equipment for the auxiliary schooner *Elfay*, owned by Mr. Alger, and as this equipment was for much smaller power the *Elfay's* installation was completed many months before the *Guinevere*. About this same time the Nelseco Company installed Diesel electric drive in the *Mariner*, a trawler operating out of Gloucester. The electric equipment for the *Mariner* was furnished by the General Electric Company.

Messrs. Tams & King, who under the old firm name of Tams, Lemoine & Crane, had designed the steam auxiliary schooner yacht *Alcyone* in 1907 for Mr. Henry W. Putnam, brought the Diesel electric drive to the attention of Mr. Putnam in the summer of 1921. Although the drive had then hardly passed its experimental stage Mr. Putnam and Captain Kerr of the *Alcyone* became interested in its possibilities and it was decided to replace the *Alcyone's* steam plant with a Diesel electric installation.

Contracts were placed with the Winton Engine Works for the machinery, including the Westinghouse electrical equipment, and with the Tebo Yacht Basin for the actual installation.

The work was completed in March, 1922, and the *Alcyone* ran her first sea trial with the new power plant on March 23rd. The yacht stayed in commission until late in September so that ample opportunity has been given for a study of the operation of the Diesel electric drive.

The power plant consists of two Winton-Diesel engines of the 6-cylinder type, with cylinders 11" x 14", each engine developing 225 h.p. at 260 r.p.m. These engines are direct connected to D. C. Westinghouse generators. The yacht is propelled by a single, three-blade, bronze wheel driven by a double armature D. C. Westinghouse motor of 350 h.p. This motor turns this propeller at 158 r.p.m. which gives the yacht a speed of 10 knots at normal load. On the trial, the propeller was turned as high as 170 r.p.m. or nearly 20 revolutions higher than the steam plant which had been displaced. The old propeller had been retained.

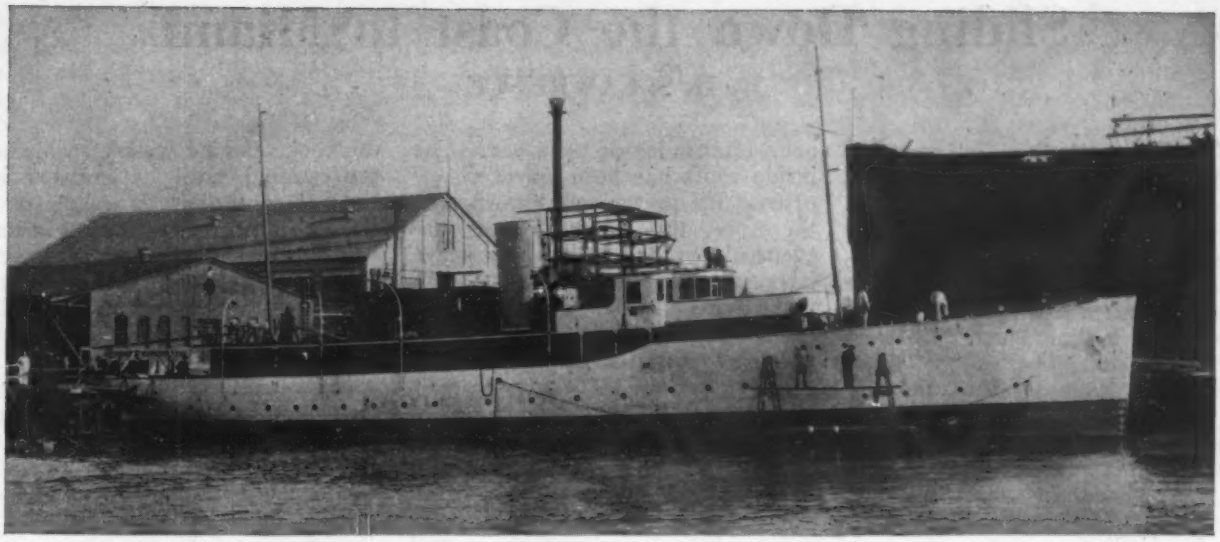
The weight of the Diesel electric machinery and the space occupied do not vary greatly from the steam installation, but a distinct saving is found when it comes to the weight and space taken up by the fuel. For the same cruising radius the weight of fuel is much less than one half or, in other words, the cruising radius can be more than doubled, almost tripled, for the same weight of fuel. This, of course, has a direct bearing on the cost of operation, which is greatly reduced. The lubricating oil requirements, however, are somewhat higher. Although the first cost of the installation is greater, the saving in fuel costs more than justifies the change. A gain has also been made in the elimination of vibration.

The control system is very simple and reversing to full speed astern is done in remarkably short time.

The Diesel electric drive shows other advantages over the steam plant. Where it requires several hours to get up steam with water tube boilers and, in the case of Scotch boilers, nearly twenty-four hours, the Diesel electric is ready for full speed in a very few minutes. Once under way the speed remains very even and hour after hour passes with hardly the variation of a revolution. With steam much depends upon the firemen on duty, and the necessity of cleaning fires now and then often varies the speed.

In the *Alcyone* the power is generated by two generating units, although the propelling is done by a single screw. Either one of these units will give the boat three-quarters of her full speed. This permits a very efficient drive at reduced speed and also allows one engine to be shut down for cleaning or overhauling while the boat is under way.

The Diesel electric drive permits the generating power to be divided into any number of units and allows any combination of generating units and propellers. That is, there may be two, three, four or more



Ohio, the new 172-foot Diesel powered steel yacht, designed by Cox & Stevens for E. W. Scripps, and built by the Newport News Shipbuilding & Dry Dock Co.

generating sets driving a single screw, twin-screw or triple-screw boat.

Doing away with the steam plant involves changes in the auxiliaries and the steam steerer must now become an electric gear, the steam windlass an electric windlass, and so on. The heating problem is also affected. This has been taken care of by installing a steam or hot water system similar to those built for house use. Electric heating is possible but throws too great a strain on the auxiliary generators to be greatly in favor. Electric cooking ranges have been tried but these also put too heavy a duty on the auxiliary generators.

The engineering world owes a debt of gratitude to these progressive yachtsmen who have been pioneers in this marine Diesel electric development work.

Victory Class Championships

The Victory Class on Long Island Sound had a very successful season with eight boats of the original fleet participating in the races throughout the season. The season was divided into three series, the winner of the first being *Spad*, owned by T. S. Clark, while *Madelon* and *Blue Jacket*, tied for the second series, the latter winning in the sail off. The third series went to *N. A. R.*, owned by D. H. Cowl. The latter boat won the season's championship after a hot fight with *Spad*.

Summary of the final standing in the class is as follows:

Boat	*Owner*	*Percentage*
N. A. R.	D. H. Cowl	.805
Spad	T. S. Clark	.710
Blue Jacket	J. B. Ford	.594
Gopher	W. B. Elmer	.528
Madelon	W. H. Buck	.481
Flapper	L. Iselin	.444
Navigator	F. T. Davison	.403
Alonetti	F. R. Condert, Jr.	.354

Another Large Diesel Yacht for Offshore Cruising

THE seagoing Diesel yacht *Ohio* was successfully launched on September 16th, at the yard of the builders, the Newport News Shipbuilding & Dry Dock Company, Newport News, Va., the sponsor being Miss Isabel Ferguson, daughter of Mr. Homer L. Ferguson, President of the Shipbuilding Company.

The *Ohio*, which was designed by Cox & Stevens and built under their supervision, will be delivered to her owner, Mr. E. W. Scripps of West Chester, Ohio, early in November and will immediately proceed through the Panama Canal to the Pacific Coast where Mr. Scripps will use her for extended cruising during the coming Winter.

The *Ohio* has been designed with particular reference to extended offshore cruising and is of very heavy construction and displacement, the principal dimensions being: length overall 172 ft., length on waterline 163 ft. 6 in., beam 26 ft., draft 11 ft. 6 in.

The power plant will consist of two 350 H.P. six-cylinder Winton-Diesel engines which will drive her at an easily sustained speed of twelve knots per hour. Sufficient oil capacity has been provided to give a cruising radius of 9,500 miles, the supply of water and facilities for carrying stores of all kinds being in proportion.

The accommodations for owner and guests, both in the full length steel deckhouse and below, are remarkably large and comfortable and the lay-out provides quarters, in addition to the crew, for the owner's secretaries and clerical staff, so that the owner can, by means of radio, give attention to urgent business matters while cruising offshore.

In appearance the *Ohio* is extremely pleasing and she gives every promise of being a highly successful vessel. She has good freeboard, an attractive sheer, a slightly raking stem, elliptical stern, and with her continuous deckhouse, large stack amidships, and two pole masts on which sails may be set at sea, she will unquestionably, when in service, attract very favorable attention.

Officers of Bayview Yacht Club

The following officers of the Bayview Yacht Club, of Detroit, Mich., were elected for the season of 1923:

Commodore	W. G. Sheehan
Vice Commodore	G. H. Doan
Rear Commodore	J. P. Williams, Jr.
Rear Commodore	W. A. Sisson
Sec'y & Treas.	Carl H. Behringer
Fleet Captain	P. C. Williamson
Measurer	Russell Poulliot

This is a comparatively new organization of about fifty members, all sail boat owners, and is growing fast.

Mid-Winter Regatta at New Orleans

The mid-winter races of the Mississippi Valley Power Boat Association will be held at New Orleans, February 7th, 9th, 10th and 11th. The Convention of the Association is scheduled for the morning of February 8th. All indications point to a successful regatta.

Sliding Down the Coast to Miami

By H. S. LAWRENCE

"COME, tumble out, below there, and let's get sail on her. It's just the mornin' we've been waiting for and you fellows act as if you wanted to sleep forever. A crackin' breeze out of the nor'ard and she'll go down the beach like a scared cat. Let's be on our way." The skipper drew his head in from the companionway where he'd just stuck it out to take a squint at the weather soon after daylight of a late October morning, and proceeded to rouse out the sleepy gang and get some signs of life on the little ship.

We turned out from the warm blankets reluctantly, shivering in the keen air as we hustled into sweaters and heavy jackets, and straggling on deck, sail covers and stops were soon off and the sails went up to the purl of blocks. As halyards were sweated taut, circulation returned and our teeth stopped chattering. When mizzen and mainsail were set we turned to the small windlass for'ard and had the anchor up in jig time. Leaving it hanging at the hawse pipe to wash some of the Thames mud from it we ran up headsails, swung her off for the harbor entrance and pointed her nose for Little Gull, plainly visible in the clear air, and "let her go south."

For two days we had been lying to an anchor in New London while an easterly blew itself out, impatient to be on our way to Florida, where we, or to be more exact, the boat, was to winter. We were only going to sail her down and all of us except the owner had to come back to more or less prosaic jobs which would keep us going until the next yachting season came along.

Now most of us, when we are going south for the winter in a small boat, choose the inside route for a variety of reasons. It is, perhaps, pleasanter, is less exposed, harbors can be found for practically every night except for the few short outside jumps, and there is generally more to see, for a good bit of the charm of cruising lies in seeing land, strange as it may seem. On the other hand it is longer and if one is in a hurry, and has a good boat under him, he'll take the outside route, shove her at it and keep her going. And if he has travelled the inside route often he'll enjoy the change and the feeling of satisfaction at having taken his boat over 1200 miles of open sea. The inside route has been "written up" often. It's pretty well known and, therefore, this more or less uneventful voyage outside may prove interesting. It will show, at least, what there is to be gained in making long jumps off shore and getting away from canals and "ditch crawling."

Our boat had ended up the summer season in the North at New London and there the owner had her overhauled and fitted for the voyage to Miami. This being so, we decided to join her there instead of at New York and to poke her out by Montauk if the chance favored and save the two sides of the triangle, and the East River, that coming up the Sound would mean. While we waited for the northeaster to let up we looked the little ship over carefully so that we would know her when we got outside.

She was a yawl rigged yacht 43 feet on the water and about 58 feet over all, of the centerboard type, drawing 4 feet, 9 inches, but with a sizable chunk of lead outside and more inside. In spite of her not being as long legged as we should have liked for a passage such as we were making, she has been designed by the late A. Cary Smith and so we had confidence in her ability to take what came. Dear old Cary never designed a poor sea boat. Her forward sections were sharp with good flare above the water, her bilge was not too hard, her run was easy and her sheer sweet. We had no fears of her. Her rigging we looked over carefully. Anyone going to sea wants to see that his gear is good. Ours was! Everything that was the least worn or frayed had been replaced and her standing rigging was excellent—and plenty heavy. Her fairly high cabin house was the only thing we were not sure of —but as events turned out we had no need to worry on that score.

For power she had a 2-cylinder, 4-cycle Mianus engine of about 20 h.p. stowed away under the flush after deck. It was new the preceding Spring and we 'lowed as how we could run it ourselves and dispense with an engineer. Professional engineers may have their place on a small boat, but as a rule they are an expensive luxury and not of much use in a pinch, I've found. Our only professional was the cook, and he wasn't so blamed professional until he got his sea legs, when the trip was half over. It pays, however, to have someone just to look after one's physical wants and at whom you can heave a belaying pin if he ever sticks his head out of the galley hatch. His place is below and he should be kept in it. For the rest of us, we were just four roustabouts who enjoyed sailing more than anything else on earth and who never let business interfere with our passion when summer rolled around.

But we've been too long getting under way already, so let's crack on or we won't get anywhere, outside route or inside.

It did not take us long to slide by Sarah's Ledge and Race Rock, for the breeze had a winter heft to it, and under our four lowers, squared off before it, we had all we wanted and the *Piute* did about nine knots. Leaving Little Gull to starboard we had the tide under us and this helped a bit also, and kept the sea down at the same time. Block Island Sound was flecked with white and Gardner's Island and Montauk stood out as they never do in summer. It was great to be afloat again and headed in a direction where every mile was taking us to better yachting weather. She couldn't stand her topsail, as she was already going near her limit, and in the puffs the spar (a fitted topmast) would have been in danger.

Before we reached Montauk we had everything snug on deck, the tender lashed bottom up in the alleyway, halyards triced up on the mast hoops and life lines rigged from main to mizzen rigging on each side to prevent some absent-minded sailorman from sliding overboard. Reef tackles were overhauled and trisail made up ready for use. This kept us busy the two and a half hours or more it took us to run to Montauk.

Off Montauk it was coming down pretty hard, with the offshore wind flattening down the heavy easterly swell, and it gave promise of being pretty dusty off shore. So we held a council of war and decided to run the beach towards Fire Island instead of pointing her right for Hampton Roads, our first port, and so keep in smooth water. We could then hold off S. W. whenever the wind gave signs of moderating. So we took

our departure from Montauk, with the light bearing North, distant 2 miles, and let her go W. x S. How she did travel with the wind just abaft the beam. The log hummed and the first hour it registered 9.5 knots, while the lee rail was buried and the seas washed the cabin ports on the lee side. She was lugging a little more than she should have, but it was fairly smooth under the beach and we looked for the wind to moderate soon after noon.

In running the beach it is fairly easy to keep track of one's progress, as there are numerous settlements to be seen—Shinnecock light tower, the wireless towers at Tuttle Point, and at Sayville, and then Fire Island itself, so we had a good chance to check our log. It registered .1 slow the first two hours and then .15 fast, due, we surmised to a bit of tide with and against us.

All day we boiled along, hardly touching a sheet except to check in the main sheet a trifle as the wind backed to N. N. W., and we averaged 9.4 knots for the whole run to Fire Island Lightship, which we made on our port bow about 3 P. M.

Though it was still blowing hard, the wind had backed to the northwest and it looked as if it would moderate as the sun went down, so we decided to hold her off S. W. and let her go for Barnegat and take the chances with the sea when we left the shelter of Long Island. So we swung her off and started sheets and there was no let up in our speed.

As we drew away from the beach and got off shore the seas got up fast and we were soon getting a good washing, fore and aft. At the end of an hour we regretted our choice for the *Piute* was like a submarine and it was apparent that we would have to shorten sail to ease up on her. She was traveling so fast that when she would meet a sea it would burst over the weather bow near the main rigging, run along the weather alleyway and souse down the deck aft to stream away off the lee quarter. We were so close to the water that the spindrift from the sea tops would whip the faces of those on deck and the watch had a cold, miserable time of it.

So we got the jib off her and tied up, tricing it up the stay to keep it out of the seas when the bowsprit swept the tops. The man on the bowsprit filled his boots in the operation, and got a cold bath as well, before he got the sail tied up. Then we set up on the crotch tackle to keep the boom steady, settled away on throat and peak halyards, lowering the sail in the lifts, and tucked in two reefs. When we hoisted away again she went along easier and was somewhat drier but when we went below for supper we found the carpet on the cabin floor soaked and the cushions on the lee transom oozed, when one sat on them, from the water that had worked in under the skylight. It's a wonder someone wouldn't invent a watertight deck opening sometime. Canvas covers were no use as the water would souse up under them when a sea went over the cabin house.

The cook was of no use at his chosen calling that night and the fire in the Shipmate was out, so we had to build it up and rustle our own grub, which put us in no particularly good frame of mind. But the fire soon heated up the cabin and dried us out, and with some hot soup and tea we made a meal. Then those of us who had the first watch below turned in, with a warning to the men on deck to keep a sharp lookout for steamers bound in and out of New York as our course took us across the east and west bound steamer lanes.

Around ten o'clock we had Barnegat light in sight and for the first time the wind began to let up and went still more to the westward. To get smoother water we held in as close to the shore as the wind would let us lie, and when the watch came on deck at midnight, we were headed down the beach again for Brigantine in comparatively smooth water and under much more comfortable conditions. Sunrise found us off Atlantic City with a moderate westerly, which had held through the night. So far we had made a great run, being only 25 hours from New London. I've forgotten the exact distance, but it was close to 200 miles and we had covered it at an average of a trifle over 8 knots. Not so bad, we thought, as compared with the time it would have taken for an equal distance on the inside route.

We got everything below out to dry in the sunshine until the deck and cabin house looked like a wet laundry on a Monday morning. Looking for the wind to back to the southwest we held in close to Cape May, going inside McCrea's shoal buoy and across the mouth of Delaware Bay, heading for Fenwick Island Light on the Delaware Coast. Before we had Cape Henlopen Light abeam the wind had settled in S. W. and we knew we were in for a thrash to windward. As it was light at first we started the Mianus, and with sheets bowsed in flat we let her look up high and trusted to the engine to drive her. We were probably making good about 3½ points and this course took us just outside of Fenwick Island Shoal, which lies some 5 miles off shore, and is a good spot to keep clear of as it breaks in almost any kind of a breeze. So we let her take a long leg off shore and when we came about 4 hours later it had breezed up so that we shut off the power, as it had been slamming us into the seas for the last hour. We didn't do as well on the next tack, laying only W. x N., and as we were well off shore the head sea stopped us considerably.

As the afternoon advanced the wind increased and it grew hazy and clouded up, while the glass commenced to go down, so that things didn't look any too promising. When we made the land again in the haze we tacked, and put two reefs in the main. She needed them then. Night was coming on, it was breezing up ahead and the coast between Fenwick and Assateague is full of shoals which extend for miles off shore. There is a passage inside of them, close to the beach, but in bad weather it is too narrow to run safely and it is best to work some ten miles or so off shore. We chose the latter course and carried on until dark. By this time it was blowing a proper breeze and we furled the jib, took in the mainsail, and set the trisail in place of it. We did no more than jog and hold our own with this sail in the heavy seas running, but we were fairly comfortable—that is, for a small boat. At midnight, we could make out Assateague light abeam of us, and we kept it there the rest of the night.

When morning came it was still piping and the glass was still tumbling. As we were getting nowhere we decided to run into Assateague Harbor for shelter. This is a good anchorage, the only one between the Delaware and Virginia Capes. The skipper had been in there before so we slammed her about, heading as close as we could, and stood inshore. We had to give dangerous Black Fish Bank a berth, but once clear of that we started sheets a trifle and edged in t'wards the land and ran the narrow passage between a shoal to the south, marked by buoys, and the mainland, and when we had the harbor open, we uphelm and let her run for the shelter of Fishing Point. Assateague is a fine sheltered harbor, about a mile across, with plenty of water for a

small or large yacht, but one must watch his bearings closely in going in to clear the shoal water to the south of the point. I would advise a stranger to go *outside* the shoal before turning in, as the buoys are hard to pick up in heavy weather. There is a fish factory and a life guard station on the harbor, but that is about all.

When our hook was down we all turned in, wet as we were, and slept. We regretted the delay, but we had come the distance from New London in only two days, which was several days better time than we would have made inside, and so we could afford to lay over for a good slant of wind and then cut out Hampton Roads.

It came the next morning, for the sou'wester blew itself out that night in a hard rain squall that lasted two hours and then the wind chopped around nor'west, a nice sailing breeze. None of us liked early rising but we were out at daylight and got underway with the fishermen going out to tend their fish traps, with which the Virginia coast is infected as with the smallpox. It behooves one to stand at least 5 miles off shore in running this beach.

With the nor'wester increasing we swung our topsail to it and laid a course for Diamond Shoal Lightvessel, off Cape Hatteras, just 170 miles away on a course S. x E. (true). We never altered that course throughout the run, the wind obligingly staying abaft the starboard beam, and we made great time, averaging 8.5 knots to the lightship, which we picked up at midnight, but which we did not reach until 1:30 A. M. The lightship is about 16 miles off shore. One can go some distance inside it, but there is a mass of shoals on which the seas break extending ten miles off and it is wise to give these a berth. Many a vessel has been lost there and it is a poor place to have under your lee if it breezes up.

Turning the corner at the lightship we headed S. W. x W. (true) for Frying Pan Light Vessel, intending to push her through while the chance was good. There is a good harbor behind Cape Lookout, 70 miles from Diamond Shoals, and one can always get in there and find shelter if he gets caught. But with the wind off shore there is no reason to stop. Even if it comes down hard one can keep on under the beach.

This leg of the run was uneventful. The wind backed to W. x N., but with the engine going to make us look up, we kept her trotting while the little taffrail log reeled off the knots—seven of 'em an hour, hour after hour. The weather grew warmer and we could shed coats, on deck, in spite of its being November 1st. The skipper shot the sun at noon and worked up our latitude, but there was no real need of it, as the lightships give one a good line on his position. Still it's nice to have a check and to keep in practice with the "hog yoke." Frying Pan Light Vessel (145 miles from Hatteras) was abeam about 10:30 P. M. and we kept on, deciding to make Charleston the next day if possible.

We carried the dying westerly all night and kept the Mianus working overtime to drive her. The owner was paying the gasoline bills and we didn't have to save on fuel. With the motor we could count on 7 miles in the light breeze and 6 miles when it faded out, as it did the next forenoon. In the afternoon it came in again S. E., which was abeam, and freshened until we could do seven under sail alone. So we made the jetties off the entrance of the historic South Carolina port at five o'clock, stood in between the ruins of Fort Sumter to port and old Fort Moultrie to starboard, across the beautiful harbor, and let go our hook with a splash off the South Carolina Yacht Club, near the Battery, just as the sun was sinking below the skyline of the city. It had been a ladylike and easy run from Assateague, the distance being 442 miles and the time 59 hours. Pretty good, eh what! Including our lay over at the little Virginia harbor we had been only 5½ days on the way from New London.

There is a lot to see at Charleston and we would have liked to stop over. But after we had been ashore the next forenoon to stretch our legs, and tasted the hospitality of the famous yacht club there, where we slaked our parched throats, from which we had been suffering like a tholepin, we decided to take advantage of a moderate easterly and be on our way. Our seagoing cook had recovered his poise by a night ashore and came down about noon with a "nigger boy" behind him loaded to the gunwales with fresh provisions. He was going to make up for past omissions, it appeared. When this gear was stowed we shoved off, motored out to the breakwaters, and when clear of these swung her off S. S. W. ½ W. for St. Johns River, Florida and set every stitch she would carry.

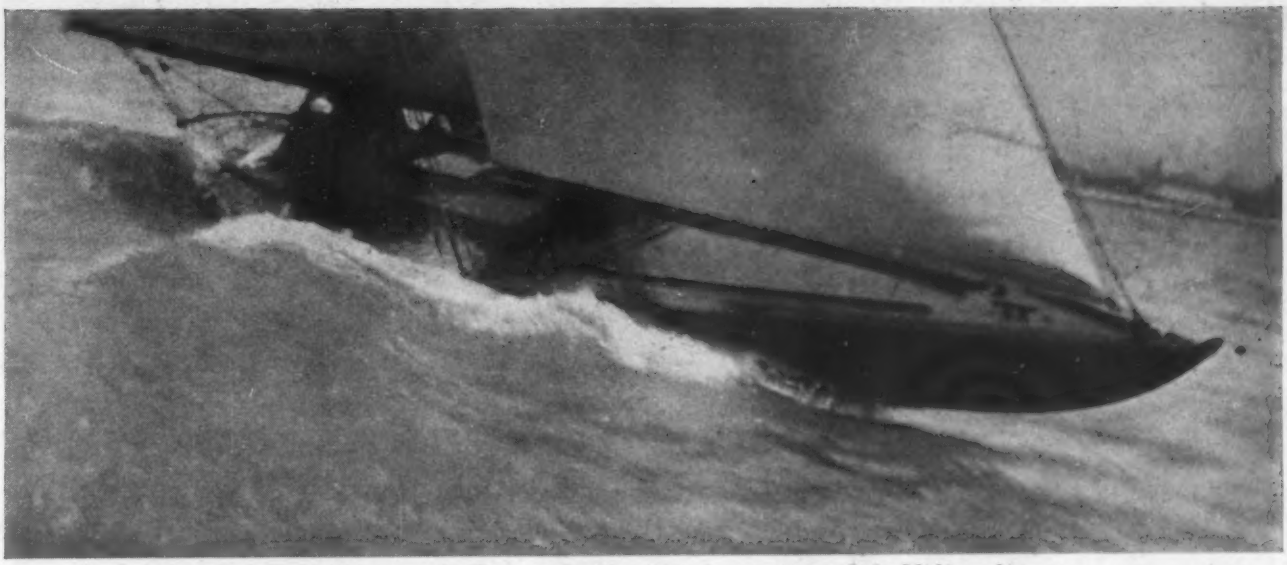
The wind hung obligingly E. and S. E. all that night and the next day, and though it was light we made such good time that it grew almost monotonous to us. We had the engine kicking us along a good part of the way and so we did the 160 miles in about 24 hours and arrived off the mouth of the river at noon next day. We let the sails come down by the run, chugged between the jetties and rounding to let go the hook off Mayport, a small village at the mouth of the river. We could have kept on but decided to wait over a day before taking the long jump of over 300 miles down the coast to Miami. As there is no harbor for a boat of the size of *Piute* for the entire distance we wanted to get a good chance before starting.

There was nothing in Mayport to detain us and we only waited there for the chance we wanted. It came the next day when the wind hauled westerly, blowing a gentle breeze off shore which looked too good to be missed. So we hove up just before noon, slid down past the jetties on the last of the ebb and pointed her nose at the last long stretch of sea between us and our destination.

The coast trends for the first 130 miles about S. by E. to Cape Canaveral and there is a minimum of 7 fathoms of water close to the beach, so we kept in with the land all of that day and night, sagging along with the off shore breeze at about 5 knots an hour. We could have made another knot or so by starting the engine, but we wanted the peace of the summer sea, and the slipping through the water without a sound, rather than the thump of a 4-cycle engine for 24 hours. There are shoals well off shore from Cape Canaveral and so we held off to False Cape buoy, some 12 miles out to sea, to give them a berth, and lost the land in doing so as it is low and fringed only with a border of palms and palmettos.

Once south of the cape we looked to pick up the N. E. trades, which may be encountered anywhere between latitude 27 and 25 degrees. We had passed Canaveral about noon the second day out and that afternoon the wind let go entirely and it clouded up, so that we presumed we might get the trades most any time. The engine was started and we chugged along at 6 knots with only a stray catspaw now and then to fill our limp sails. Thus we went into the second night. Soon after dark we began to see lightening playing around the horizon and the sky became entirely overcast. There was still no wind and the watch below was sleeping peacefully, dreaming perhaps of the beau-

(*Continued on page 272*)



Jackson Park II, "finishing strong." She won the Class "Q" championship on Lake Michigan this season.

The Month in Yachting

The "Q" Class Championship on Lake Michigan

The annual "Q" class championship races for the Lutz Cup, held by the Jackson Park Yacht Club September 8th, 9th and 10th, developed some of the most interesting small boat sailing seen on Lake Michigan this season. With weather ranging from light southerly breezes to a heavy northeast gale, the boats were given ample opportunity to show what they could do under varied conditions.

Six boats entered and sailed the series, the following coming to the line: *Jackson Park II;* crew: C. W. Craft, C. Broughner, W. Headtler, H. Neal and E. J. Grady. *Spider;* crew: G. Nyland, E. H. Bloomster, W. W. Gibbes, L. Herrickson and H. Dickey. *Chaperon;* crew: John O'Rourke, Jim O'Rourke, Ed O'Rourke, W. Whalen and D. Callahan. *Gem;* crew: R. Carpenter, E. Corcoran, J. Connell, G. Putnam and A. Amundson. *Siren;* crew: G. H. Spies, A. Fox, F. Barker, W. Murphy and F. Spies. *Princess;* crew: T. B. Farnsworth, C. A. Deneen, R. Bond, A. Mangus, and A. A. Wade.

The first race was sailed in a light southwest breeze over a triangular course, two miles to the leg and twice around. The *Spider,* close hauled for the first mark, was first over the line, followed closely by *Jackson Park II* and *Gem.* The wind freshened on the third leg, a beat to the starting line, and all but the *Gem* and *Chaperon* stood south on the starboard tack, *Jackson Park II* rounding the mark with a substantial lead which she held throughout the second round.

Elapsed time follows:

Jackson Park II—1 hr. 38 min. 14sec.
Spider—1 hr. 41 min. 12 sec.
Chaperon—1 hr. 44 min. 10 sec.
Siren—1 hr. 44 min. 39 sec.
Gem—1 hr. 45 min. 02 sec.
Princess—1 hr. 55 min. 58 sec.

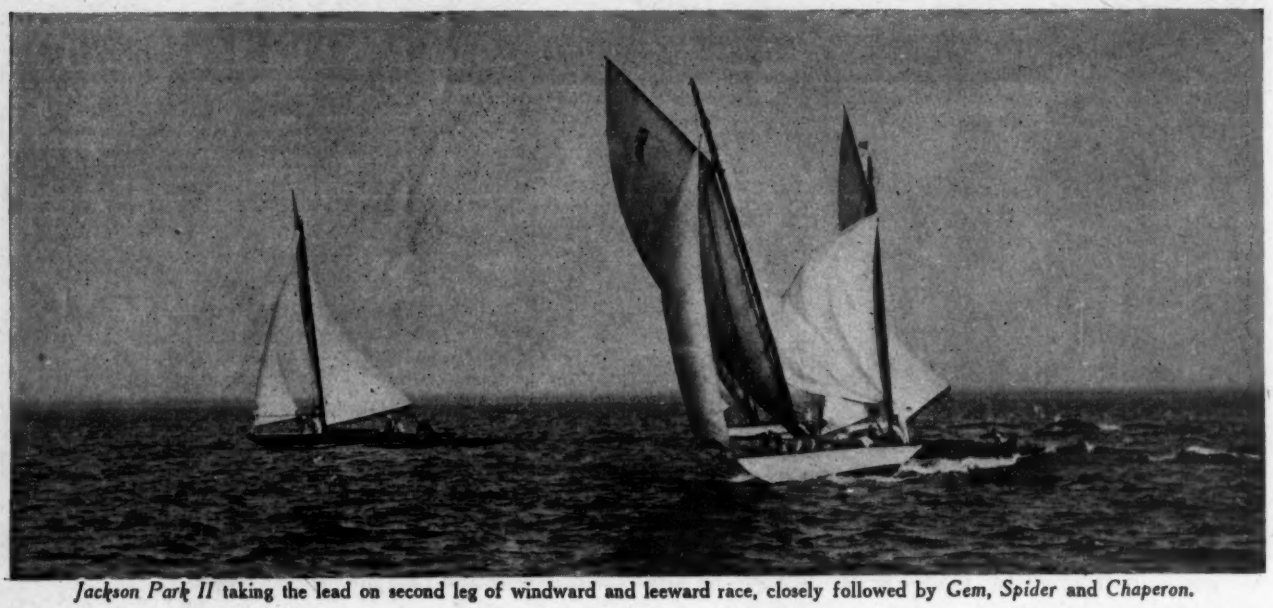
The second race was sailed in a light northwest breeze with occasional squalls. The course was windward and leeward, three miles to a leg, from *Jackson Park* harbor to South Chicago gas buoy. The race was won in the second leg when it commenced to rain and the breeze became light and fluky. *Jackson Park II, Gem* and *Chaperon* stood inshore and managed to catch what little air was stirring, leaving the rest of the fleet, which stood out in the lake, becalmed. The wind picked up on the last leg, allowing the *Spider* to work up on the *Jackson Park II.*

Elapsed time follows:

Jackson Park II—2 hr. 46 min. 22 sec.
Spider—2 hr. 48 min. 02 sec.
Chaperon—2 hr. 46 min. 57 sec.
Gem—2 hr. 57 min. 13 sec.
Siren—3 hr. 02 min. 04 sec.
Princess—3 hr. 07 min. 22 sec.

A 35-mile northeast gale, with a high sea and frequent rain squalls, made the third race one of the hardest of the season. The boats got under way half an hour late, the heavy seas forcing the judges to fire their starting gun from the shore. Sailing over a 12-mile quadrangular course, double reefed, the *Jackson Park II* again proved her superiority by taking the lead at the start and holding it throughout the race. The *Spider, Gem* and *Chap-*

Skipper and crew of *Jackson Park II* talking it over. Left to right, C. Broughner, W. Haedtler, C. W. Kraft (owner and skipper), Howard Neal, E. J. Grady.



Jackson Park II taking the lead on second leg of windward and leeward race, closely followed by *Gem*, *Spider* and *Chaperon*.

eron crossing the line after the leader, also held their positions.

Elapsed time follows:

Jackson Park II—1 hr. 45 min. 35 sec.
Spider—1 hr. 52 min. 18 sec.
Gem—2 hr. 05 min. 24 sec.
Chaperon—2 hr. 15 min. 54 sec.

The races were ably handled by the judges, Bayard Holmes, Jr., James Barr, F. B. Wever, Robert Williams and W. J. Moore. The regatta committee consisted of Chairman William Moore, H. C. Coppage, Tony Scanlon, W. P. Dudley and David Lines.

The crew of the winning boat were awarded gold medals following the last day's racing. The Lutz cup is a perpetual trophy to be raced for each year.

The Chicago Yacht Club Season

Following the Mackinac Race, the three-day Pine Lake Regatta and the cruise home, the Chicago Yacht Club fleet has covered a lot of Lake Michigan in the local and distance races this season.

On August 29th, the fleet raced north to Racine, Wisconsin. R. Johnson's 35-footer *Illinois* won first prize in the Seawanhaka's and the Prather-Farrell "P" Class *Intrepid* took first Universal Class honors.

In the Racine Yacht Club's first big open regatta, held next day over a four and a half mile course, 32 boats competed. Racine, Milwaukee, Chicago and Jackson Park boats took part. The regatta developed largely into class battles. "Hal" Redmon's old 21-foot Lipton Class *Columbia* won the big prize for best corrected Seawanhaka time.

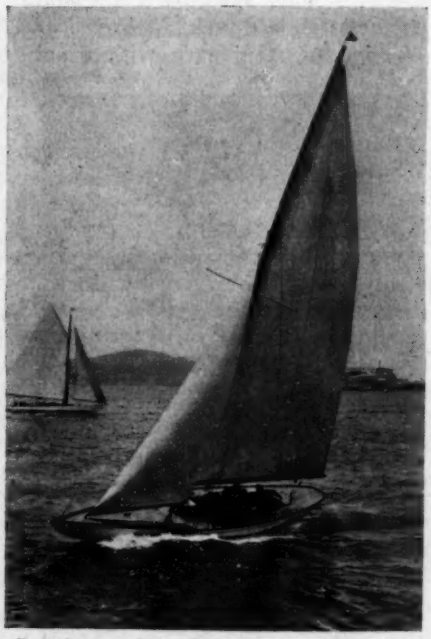
On September 2nd, 26 Chicago boats competed in the Jackson Park Yacht Club's annual race to Michigan City. *Intrepid* won the first prize in the Universal, with *Sari* second, and *Chaperon* third. *Columbia* won the Seawanhaka prize, with *Edith II* second, and Sally *VII* third.

The final club race was sailed October 21st, deciding the club class championships for the season.

Class "R" Racing on San Francisco Bay

A very successful racing season on San Francisco Bay was brought to a close with the final race of the series for the Madden Championship Trophy for Class "R", on Sunday, August 27th, 1922.

The *Rascal* designed, built and sailed by Lester F. Stone of the Corinthian Yacht Club won the series decisively. In the majority of the races she showed marked superiority over her opponents. She was ably handled by Lester Stone and this may have been partly responsible for her showing. The *Francesca*, an Alden-designed boat, owned by M. Wiel of the San Francisco Yacht Club, proved herself a consistent performer and finished second to the *Rascal*. In four races she finished second in one race defeating *Rascal*. *Lady Gay*, designed by C. D. Mower and owned by Arthur Rousseau of the Corinthian Yacht Club, finished in third place at the end of the series, with the *Corinthian II*, an Owen-designed boat, owned by E. H. Volkmann of the Corinthian Yacht Club, in fourth and last place. It is generally expected that this boat, after further tuning up will show considerably better in next season's events. Unfortunately *Machree*, a Gardener boat, the 1921 "R" Class Champion of the Bay, was not in competition this season owing to the untimely and deeply lamented death of her owner and skipper, Mr. J. R. Hanify, in the early part of the year. The *Bob* which was always a close match for *Machree*, was so badly outclassed in the early races of the season by the four new Marconi-rigged sloops, that her owner, W. F. Stone, thought it best to keep her out of the racing and give the new boats full sway.



Rascal, owned by Lester Stone, Class "R" champion of San Francisco Bay.

This season produced the keenest competition and the best class racing that has ever been witnessed in Pacific Coast Waters, and gives promise of a number of additions to this splendid class for next year.

The races were sailed on the point system, each starter scoring

Corinthian II

Francesca

Lady Gay

one point and one point for each boat beaten.

TOTAL POINTS

Rascal	16
Francesca	13
Lady Gay	9
Corinthian II	4

Following *Rascal's* success in the early races of the season, the Corinthian Yacht Club challenged the San Francisco Yacht Club, at that time the holder of the San Francisco Perpetual Challenge Trophy, for a race for that historic old cup, naming *Rascal* as its challenger. The San Francisco Yacht Club named *Francesca* as the defender of the cup, and in its position as holder of the trophy, laid down all conditions for the race, naming the course and the date. In this race, sailed on August 20th, both boats crossed the starting line at one o'clock and after a nip and tuck race, with the *Francesca* leading over most of the course, the *Rascal* proved her ability as a windward boat, overhauled her rival on the last windward leg and rounded the last weather mark seven seconds ahead. Running before a twenty-five mile breeze, with her large spinnaker drawing like a house afire, she crossed the finish line six seconds to the good, bringing the old cup back to the Corinthians for the first time in ten years, an honor of which any boat and skipper might be proud.

The "R" Class Championship at Harbor Springs

The importation of four class "R" boats for a series of races on Little Traverse Bay, off Harbor Springs, Mich., last August, was directly responsible for a revival of yachting interest on northern Lake Michigan that promises much for the future of the sport. As a result of the interest aroused funds are being raised for purchase of property on which to construct a clubhouse at Harbor Point, and plans for bringing in several new boats are already being formulated.

The four boats taken to Traverse Bay were the *Alpha* and *Beta* from Marblehead, the *Rainbow* from Chicago and *Dixie* from Milwaukee. The series, which lasted throughout August, consisted of seven races, sailed over a fifteen-mile triangular course. All were closely contested. *Alpha*, owned and sailed by Richard W. Simmons of St. Louis, proved the fastest and best handled, winning five races and placing second in the remaining two, thus taking the championship pennant and first prize. *Tiger*, owned and sailed by Wallace and Robert Smith of St. Louis placed second with two wins and five second places. Ralph Rogan's *Cayuga* and Cecil Gamble's *Dixie*, both of Cincinnati finished in third and fourth places respectively.

Alpha, owned and sailed by R. W. Simmons, winner Class "R," Harbor Springs, Lake Michigan.

How to Form a Star Fleet

With the majority of yachts safely hauled out for the winter, small boat owners, club officials and prospective builders are already laying plans for the coming season. Many clubs are contemplating the organization of new classes for competition in 1923, and individuals are considering the most desirable type of yacht to build. During the past few years no small class has enjoyed more success than the Star boats, which up to last year numbered considerably over 100.

The following information on forming a fleet of these boats may prove of value to both yachting organizations and individuals.

To form a new fleet of the Star Class Y. R. A., any three or more members, or *prospective* members, so located that they cannot join fleets, may form a new fleet by sending their application to G. W. Elder, Jr., secretary of the Star Class Yacht Racing Association, 2 Rector St., New York City. This application must give name desired for the fleet (usually the body of water on which they sail, not their yacht club) also territory they will cover (all fleets must take in Star boats in any club in their locality). They must agree to live up to the association rules and obey them.

Dues are $1.00 per year and the "Log" costs $1.00. There are no other obligations except to work for the class and to get a boat into the National Championships from their section each year.

New fleets should get in their applications for charters as soon as possible in order that their delegates may get a vote at the annual meeting in January.

Plans and specifications can only be obtained from Wm. Gardner, 1 Broadway, New York, N. Y.

Sail or Motor—Why Not Both?

By JAMES ALBERT WALES

THE yachtsman wrestling with the question "Should I have a sailboat or a motorboat?" can often answer it best by following the example of the small child who, when asked which he wanted, pie or cake, replied: "Both!"

I started my modest yachting career as an owner of a motor boat, some twenty years ago. Most of the boats on our river were "put-putters," as the yachtsmen derisively called them, but it seemed wise to prefer this type of craft because a strong tide made it possible to enjoy yacht sailing only when wind and tide were favorable. There were a few yachtsmen, and we towed them home often enough to feel that in spite of the thrills they were always telling us were denied to us, we had the better of the argument. We were "one-boat" men. For a while I had two motor boats, and it did not occur to me that if I was to have two boats, it would be better to have one of each type.

Some years later a friend offered me a small catboat at a very low price. Being a confirmed "motor boat man," I couldn't see the sailboat at all, but after a long time I bought it, reluctantly, and started to learn how to sail it. That was five years ago and ever since I have regretted that I had missed the enjoyment of yacht sailing for so many years.

My apology for the above "outline of history" is that my own experience since using both sail and motor craft has been so much more satisfactory than when I was a "one-boat man" that I want to tell others about it.

Local conditions may decide the question for the yachtsman, it is true. Thus a man whose boat is kept on the East River in New York, or any narrow waterway, can use a motorboat, but a sailboat would be of practically no use to him. In the shallow waters of Shinnecock Bay a lightdraft sailboat has the call over a motorboat. Some yachtsmen combine the two types by having auxiliary power in their sailboats, either a fixed engine or a detachable outboard motor. Some owners of large yachts have power tenders to tow their craft to and from regattas. Even a small-powered "dink" is of great value for this purpose. Then there are many yachtsmen who hold that a sailing craft with power is not a real boat—a hybrid, and not a sportsman's proposition at all. They would rather row home against the tide than use power. And row home they do.

The case against the auxiliary, as described by one of the yachtsmen who simply will not have power in a sailboat, can be stated as follows: The propeller drags, and this, combined with the dead weight of the engine, impairs the "life" of the boat. Furthermore, the weight of the engine in one part of the boat sometimes must be increased by additional ballast in another part, giving the boat a greater displacement than is necessary. Other objections include possible danger if the engine is not completely boxed, the room it takes up in the cabin, and an all-pervading smell of gasoline and oil.

If a yachtsman is opposed to using power in his sailboat, or if his boat is small or otherwise unfitted to use power satisfactorily, then he may well consider the advantages of adding a small motor-driven launch to his fleet. And if he has a motorboat only, then let me urge him to acquire a sailboat also.

Two questions occur: "What is the advantage in having both types?" and "Doesn't it cost a lot more?" First, with the two types of boat a yachtsman has the big advantage of being able to enjoy two radically different kinds of sailing. There are days when he cannot use his sailboat. There is no wind or it is the wrong kind of wind. Perhaps it is a puffy nor'-wester, or the wind and tide may be in the same direction, or the tide will turn against him before he can reach his mooring. If it is in the evening, he may well suspect that the wind is about to desert him. At such times the motorboat will be a great convenience. It makes its own breeze, and sundown makes no difference to it. And again the party may be too large to accommodate in the yacht. Or some of them may be elderly or timid or delicate persons, or very young children, and they would find the motorboat more suitable. For a picnic party, the motorboat is usually more comfortable and commodious and, if it is desired to go ashore for the picnic, the problem of landing is simplified by towing a skiff. A small sailboat cannot tow a tender very well. A motorboat will usually accommodate about twice as many passengers as a sailboat of the same length. For cruising, especially with limited time, the motorboat is usually superior, for it can keep to its schedule unaffected by the vagaries of the wind, and only the most severe weather will cause it to seek a sheltering harbor.

As for the sailboat, when condition are right for using it at its best, even the most prejudiced motor boat man will admit, after a fair trial, that it provides a thrill that is comparatively lacking in the power-driven craft. The absence of noise, the list to leeward, the gleam of white canvas in the sun—these combine to form a picture that is now restful, now exciting, ever changing and ever enjoyable. Having both types of boat gives the owner not only the advantages of either but of both combined.

As to the extra cost of keeping two boats instead of one, it is really insignificant. Someone has said: "Two can live as cheaply as one, but not as extravagantly." A man can keep two boats for but little more than the cost of keeping one, and he will be practising economy rather than extravagance.

The principal cost is that of fitting out. Both boats can be painted and overhauled at the same time. Their bottoms, sides, and decks can be painted with paint and varnish from the same cans. Instead of having a lot of paint left over, as many yachtsmen do, one can figure just how much will cover both boats nicely, with a little left over for any later touching up. One skiff will serve as tender for both.

So much for the cost of upkeep. If I have avoided mentioning the *first* cost, it is because I consider it is least and deserves to be last. I call it "least" because a good boat, like a good diamond, is an investment and not an expense. You can use it for many years and, if you have cared for it as faithfully as its service to you deserves, you can sell it at a price so little less than you paid for it, that the difference divided by the number of years of use is trifling and trivial. Compared with the annual dividends of health and pleasure, the balance is heavily on the credit side of the ledger.

And so, if one boat has been paying you these substantial dividends —and you know it has—will not two boats pay you double? They will pay you much more than double. Try it and see. And remember that the fall of the year is the best time for picking up a good boat.

Vibrations in Ships

By N. W. AKIMOFF*

A SHIP, the same as a violin string, a pendulum or the chassis of an average car, would rather *not* vibrate. Something must make it wabble, must start and maintain the state of vibration so exceedingly annoying in a pleasure vessel. Complaints are reaching us every day describing the effects, of which the primary causes are very seldom understood, and asking us to suggest ready remedies. As a rule it is impossible to eliminate the trouble without substantial alterations, and the purpose of these few lines is to make it clear to the owner that the proper time to talk about vibrations is *before* and not *after* the final designs and specifications of the yacht have been adopted.

It is clear, of course, that the prolific source of vibration is the engine: when you shut it down the vibrations stop. From this, however, it does not follow that a "bad" engine will necessarily cause bad vibrations, nor inversely. Indeed, the engine may be of very poor design and workmanship, yet so coordinated with the rest of the power plant as to cause but little vibration; the engine may give all sorts of trouble—hot bearings, noise, breakage of cam shafts, failure of fuel injection pumps—without necessarily exasperating the owner with that sickening back-scratching effect so common in all kinds of lighter craft.

Or, conditions might be such that a fairly well built engine, which showed rather well on the testing stand, may be placed in such a manner, with respect to other parts, (shaft, propeller, clutch), as to positively disgrace its builder, even if he is not in any way responsible for the trouble. Any given engine can be located in such a manner that the ship *cannot be operated at any speed without vibration*. As a rule, a somewhat similar condition obtains in an arbitrarily laid out plant, where the engine is placed in apparently the only spot that is not occupied by something else. The difficulty is in locating the component parts in such a way that there will be maximum freedom from vibration over the greatest possible range of speed. If you want this result—*build your hull around the engine*. You still will have all the opportunity you want to lay out your smoking rooms, private baths, etc.

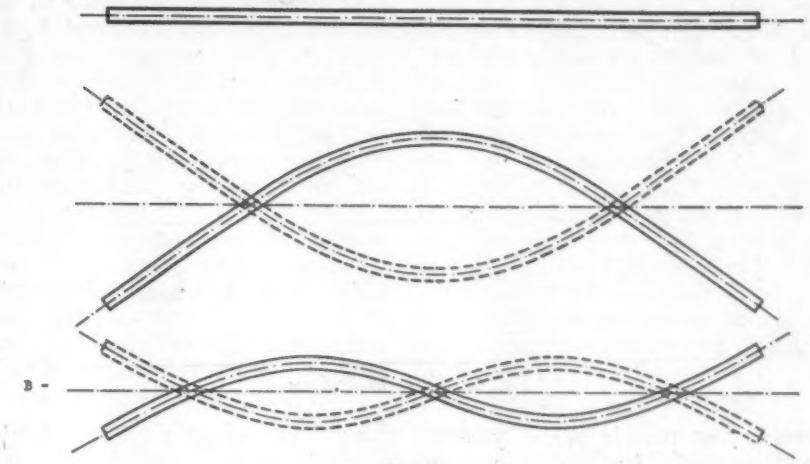


Fig. 1.

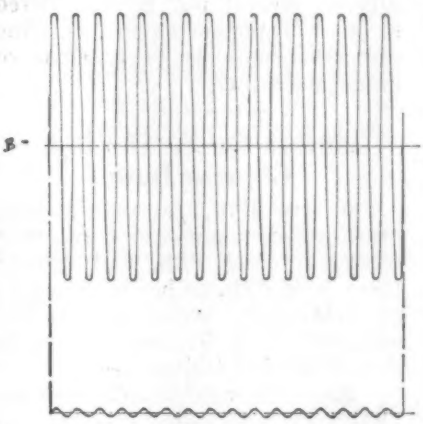


Fig. 2.

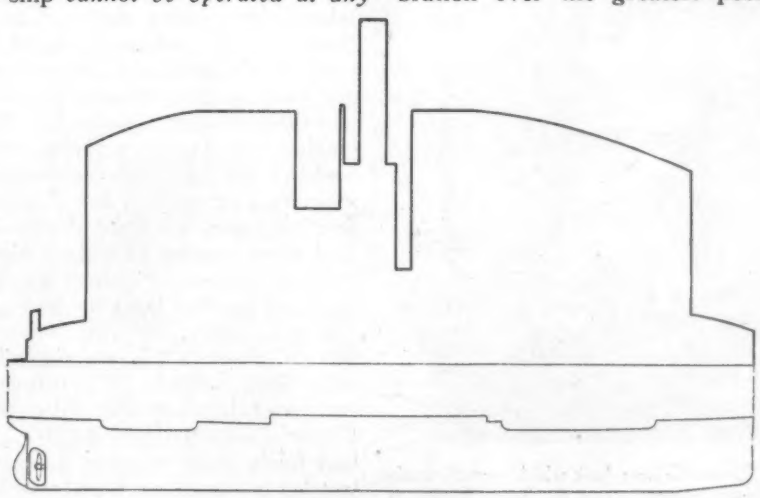


Fig. 3. Curve of Loads.

Here is the theory given in a few descriptive paragraphs: Any long body (bar or rod) can vibrate in one or several different manners. See Fig. 1. It can vibrate, for instance, like *A*, where two points, called *nodes*, remain stationary, and the rest is pulsating from one extreme position to the other. Or, as in *B*, there might be three such *nodes*, but then the frequency (that is the quickness of reversals) will be *higher*. As a rule, a body can vibrate in a complex manner so that all of such *simple* ways in which it can vibrate will be present. Of course, the hull of a ship is not a regular rod, of uniform cross-section, but a highly complex affair; but it also has *nodes* and different frequencies, in somewhat the same manner that the regular rod has. And if anything in the action of the engine itself contributes to encourage *any* of these ways in which the body itself can vibrate, then we have the condition of *step* (or synchronism), and this is precisely the thing we do *not* want.

Here is the way synchronism acts: suppose that a sensitive instrument (vibrograph or torsiograph or vibrometer, or any one of the well known variety of devices for this purpose) registers the vibration, in a certain part of the ship, somewhat as per *A* of Fig. 2. Now, would it appear reasonable that the same engine in the same hull will produce a vibration like *B* of the same Fig. 2, under the condition of synchro-

* President, Vibration Specialties Co.

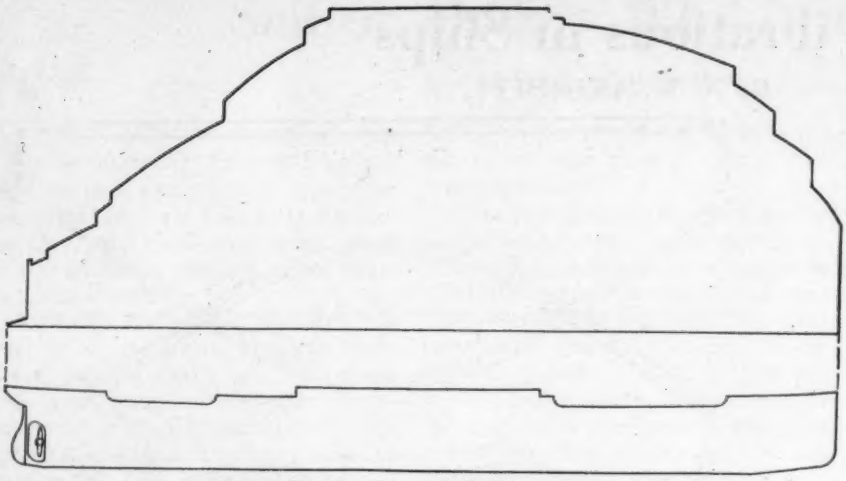


Fig. 4. Curve of Stiffness.

nism? Yet that is precisely what happens, and a few revolutions per minute, more or less, bring about this condition, or make the hull come out of it.

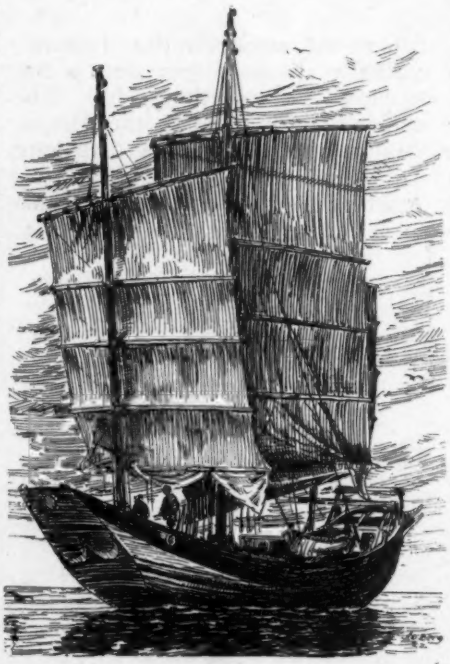
Now, synchronism does not depend upon the engine alone—any engine is naturally a source of impulses, so many per minute—but upon the combination of various parts, of which the whole power plant is made up. And the first thing is to find out how susceptible is the given tentative layout of the hull to the given effect of the given engine, located at a certain point, in the fore-and-aft direction. This is a delicate calculation and to perform it properly one must have two sets of information: the *curve of loads* (Fig. 3) and the *curve of stiffness* (Fig. 4), showing how different is the varying stiffness of the hull from that of the rod-constant throughout the length. If this calculation does not give the satisfactory relation between the speed of the engine and the natural quickness of vibration of the hull proper, one should not hesitate in dropping such a layout and trying a radically different arrangement of parts, mostly depending upon the fore-and-aft location of the engine. This is a most laborious process, but the owner insists upon comfort (at least he *should* positively demand it) and so a few days, more or less, of figuring, is a cheap price to pay for the result.

At any rate, the existing practice of arbitrary location of the component parts of the power plant is absolutely sure to lead to failures and dissatisfaction; the owner begins to feel that the engine does not stand up; the engine builder insists that the engine was tested and gave good account of itself (in the shop), at all speeds, so that something must be the matter with the hull—not stiff enough, or too stiff, or something. The naval architect should really be held responsible for the trouble and it is his duty to study out each installation, before fully recommending it to the owner, to see whether the result will be creditable. The fact that the matter is *difficult* should not be considered to be an argument against extreme care that should be exercised in so important a matter.

Across the Pacific in a Chinese Junk

On May 17th a strange looking craft sailed from Amoy, reaching Shanghai June 10th, and leaving there June 20th, on her long voyage of 5,000 miles across the Pacific, and arrived at Victoria ninety-one days from that Chinese port.

Captain George Waard, a veteran of the sea, who formerly sailed and fished on the North Pacific Coast, was the outstanding figure in this adventure. Captain Waard navigated his craft, ably assisted by his wife as first mate. His nine year old boy acted as cabin boy and three Hong Kong harbor coolies completed the crew.



The 23-ton Chinese Junk which recently made a 91-day passage across the North Pacific to Victoria.

The *Amoy*, a 23-ton sailing junk, in which the passage was made, was built at the port of Amoy under the supervision of Captain Waard, of Chinese hardwood beams and camphor wood knees. No bolts were used, only Chinese cut nails. The caulking was so thoroughly done by Chinese laborers that not a drop of water was found in the bilges after her long voyage was over.

On the run across the Japan Sea contrary weather was experienced and, on July 1st, a typhoon which forced the *Amoy* to run for Siego Island, for shelter. When the anchor dragged and cable parted she was forced to put to sea in the face of nasty weather and arrived at Hakodate on July 13th. Leaving there July 18th, the *Amoy* ran into a northerly gale and ran down to the southeast to avoid another typhoon.

Captain Waard, who is a Hollander, but a naturalized Canadian, thus interestingly told of his trans-Pacific voyage, on the *Amoy*: "On July 30th we spoke the steamer *Ben Avos* and she gave me my longitude. We were caught in an E. N. E. to S. E. gale and driven nearly up to the Bering Sea, finally fetching up at Atu Island, where a strong S. E. gale caught us. We saw the *Empress of Canada* and I tried to semaphore to her, but the weather was too thick and she passed us up. On August 6th a S. W. gale caught us and carried away our rudder. I took the foreboom and a few spare spars and rigged a jury rudder but she did not steer very well, so we put a drag overboard. On August 9th, we reached English Bay, Atka Island, for repairs, and met an Indian schooner, whose crew advised me to go to another harbor where I met an American revenue cutter. I was then advised to make for Dutch Harbor, and on arriving there couldn't get the necessary material to carry out repairs, but I secured five bolts and we fixed the rudder. Just after getting outside Unimark Pass we were caught in a southerly gale and the five bolts in the rudder snapped, and for two days we drifted about while we rigged another jury rudder. She refused to steer well, but we managed to make Victoria with the jury rudder. We had fairly good weather during the last leg of the voyage and met with calms and fog off the Coast."

Roller Reefing Gears

A number of inquiries have been received from YACHTING readers seeking information on the roller reefing gears which are used to a considerable extent in England and European countries, and yet are seldom seen on this side of the water. Believing that details of these reefing gears will be of general interest we reproduce some drawings of them, and of their mechanism, herewith.

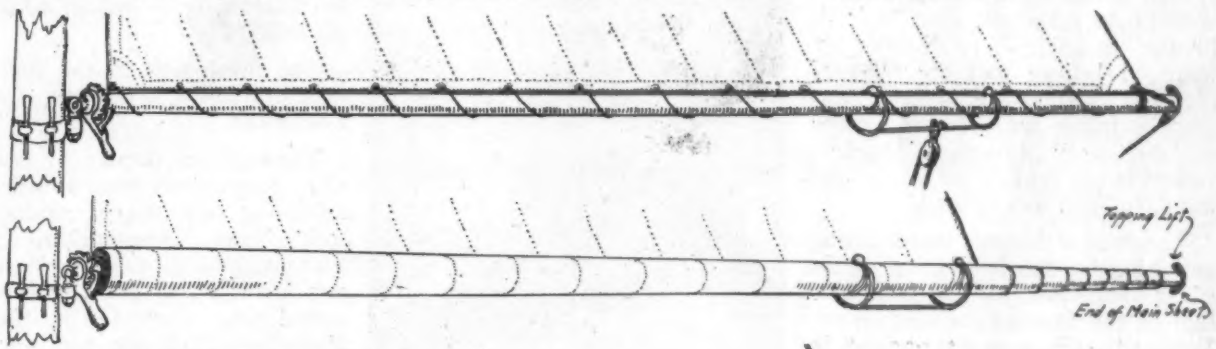
As will be seen from the sketches the roller reefing gear for the mainsail operates by turning the boom and winding the sail up on same. The mechanism for turning the boom is located between the forward end of the boom and the gooseneck. It may consist of a ratchet with lever handle and pawl, as shown in the sketch, or it may be a worm gear operated by a crank. In the smaller yachts the ratchet gear is usually used, in the larger yachts, the worm year.

In order to let the sail wind on the boom without interference the main sheet blocks are carried on a traveller held to the boom by two rings of iron or bronze open at the upper end and allowing the sail to slide through them. These rings are enough larger than the diameter of the boom to allow ten or a dozen turns of the sail inside of them. The rigging on the outboard end consists of an iron swivel, to the lower end of which the main sheet is fastened, to the upper end the toppinglift. Being swivelled this retains its position when the boom is turned.

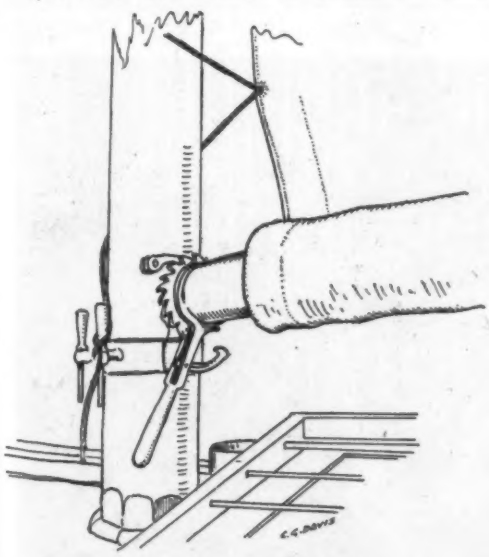
The reefing gear for the jib consists of a thin wooden spindle or spool on the head-stay, with a small shive at the bottom on which is wound a small line. By pulling this line the whole spool can be revolved around the head stay and the jib wound up upon it. Sometimes the spool is dispensed with and the jib wound upon the stay itself, the latter turning by means of swivels. There are several modifications of the principle of the roller reefing gear herewith shown, but they are all worked on the same principle.

As to the value of the roller reefing gear, opinions differ, some believing that the sail will not set well when rolled around the boom and that the use of them is hard on the sail. I have used them myself on yachts up to 38 feet in length over all, and have found that the sail sets as well when reefed as does one tied down with reef nettles. They have the advantage in that the sail can be reefed without putting the boat up into the wind, by hauling the main sheet in hard, keeping the sail full and slacking away on the halyards while the sail is rolled up. It will be found that the sail will roll with very few, if any, folds or creases, and will lie perfectly flat. All the time this is being done the boat is kept on her course (provided she is on the wind) and little if any time is lost.

In England, where they have hard breezes, the use of roller reefing gears is common, as the boats carry full sail when off the wind and as soon as they haul on the wind several feet of mainsail can be taken in without the loss of any appreciable time. In the Marconi rig a rolling reefing gear on the main is particularly good, as the halyard is slacked away, which can be done with one hand while with the other the boom is revolved and the sail wound upon it.

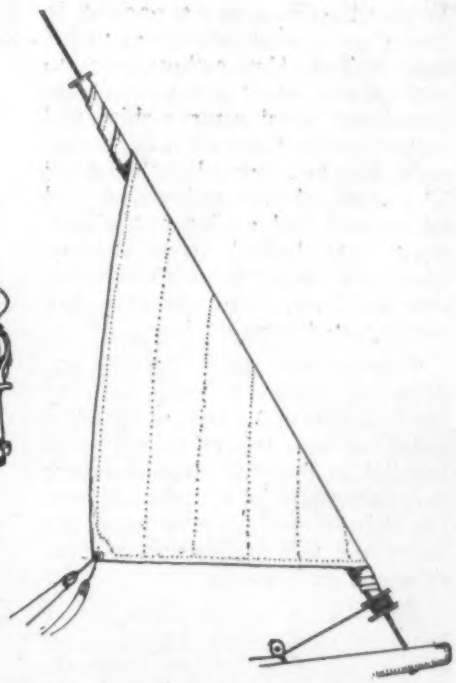


Roller reefing gear for small yacht. The bottom cut shows the sail rolled around the boom. Some rigs use a worm gear at the gooseneck instead of a ratchet.



Details of ratchet reefing gear for main boom. The boom is sometimes rotated by a worm gear and crank.

Mechanism of the ratchet



Details of roller reefing gear for head stay where the jib is wound around a spindle on the head stay.

How the Sweepstakes Regatta at Detroit Was Won

Or Following the Leader in a Yacht Race

By W. G. SHEEHAN

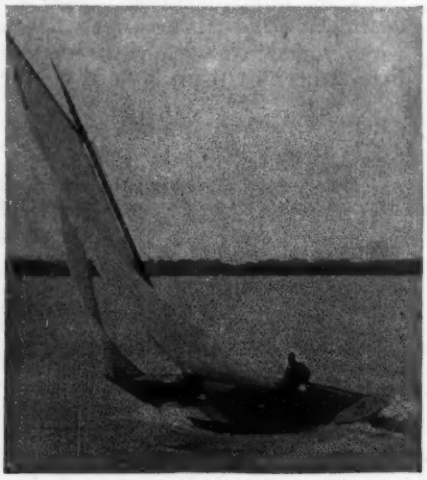
Start of the yawl class in the Sweepstakes Race at Detroit.

THE story of the 25th Annual Sweepstake Regatta, the classic of the Great Lakes yachting circles, is one of heart throbs, pathos and cuss words, mostly the latter. The day was ideal. Our old friend, Beaufort, of the scale fame, would have called the wind "a fresh breeze," meaning 23 to 28 miles per hour. I believe that the old-time term of "wholesail breeze" was more fitting to the occasion. Some of the more timorous skippers tucked in one reef; however, by and large, full sail was carried.

The fleet at Detroit was a fitting gathering for the celebration of the silver anniversary of the inauguration of the famous yachting event. With 61 sailing craft present in nine classes, from schooners to the famous Taft Cup catboats, not to mention the excursion boats, coast guard and naval reserve ships and motor yachts, Lake St. Clair was a sight that had never been equalled. The spirit of that redoubtable old adventurer and explorer, Cadillac, must have looked from Elysium seas upon the scene with satisfaction that the spirit of adventure had not departed from the lakes.

The course was a six-mile triangle, two miles to a leg, a broad reach, a beat and a run, to be sailed twice around, the third leg to be parallel to the ship channel—mark you, being parallel it could not cross the channel, and thereby hangs the harrowing tale of heart throbs, pathos and cuss words.

The "R" Class got away to a beautiful start followed by all other classes at five minute intervals. *Detroit* (*ex-Alastor*), after passing the first buoy worked out a comfortable lead, followed in time by *St. Clair, Lakewood, Spook* and the veteran, *Neahga.*



Neahga

It is with trepidation that one thinks of the moments that followed, when, through the neglect of the race committee to shoot the sun earlier in the day and thus effectively dispose of that orbit as a factor in the race, they allowed our solar friend to rotate. It thus happened that when *Detroit* approached the third buoy it was completely obliterated and lost in the bright rays and she blindly sailed on and on to the ship channel while all other R skippers followed in full confidence in their chairman of the race committee—all save one, Kurtzwarth, sailing the *Neahga* under the Bayview Y. C. colors. Being an engineer, as well as a racing skipper, he had had many buoy hunting parties in the past and headed straight for the mark, gaining by this move such commanding lead that he was never seriously threatened on the second round. All boats followed, however, except the *Spook*, sailed by Henry, who evidently found the hectic experience too harrowing to sail an additional six miles.

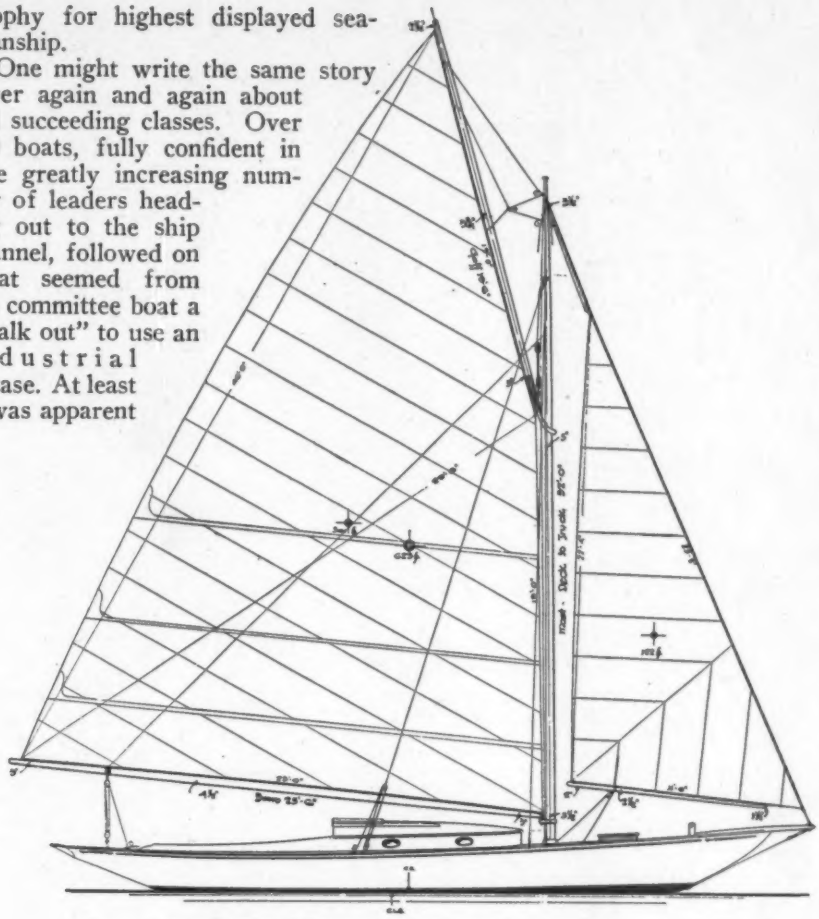
The finish was in the following order: *Neahga, St. Clair, Detroit, Lakewood.*

Through his display of seamanship, Kurtzwarth was awarded the following collecton of prizes: Detroit News Championship Silver Sweepstake Cup, Com. G. W. Gardner Silver Punch Bowl for best corrected time, Com. G. W. Gardner Perpetual Challenge Cup for best corrected time for yacht rating 20 and under, Com. Gar Wood permanent silver trophy for best time once around, Detroit Free Press silver

Crew of the *Neahga*. From left to right: E. Martine, E. L. Kurtzwarth, W. Sisson, and E. Ieaber.

trophy for highest displayed seamanship.

One might write the same story over again and again about all succeeding classes. Over 50 boats, fully confident in the greatly increasing number of leaders heading out to the ship channel, followed on what seemed from the committee boat a "walk out" to use an industrial phrase. At least it was apparent that some 50 of the fleet had gone off on a summer's sail.



Sail plan of 34½-foot over all cruising sloop.

In the yawl class Commodore Williams of the Bayview Y. C., also a seagoing, cruising, compass yachtsman, steered his *June* on a straight course for the elusive mark and after much hard luck on the first two legs romped home a champion and was awarded the Detroit Free Press Silver Cup. The results of other classes were as follows:

SCHOONER CLASS

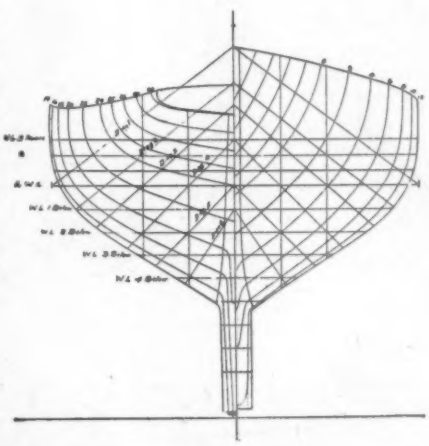
Volante—Bodman 1:14:26
Chipmunk—Dr. Jennings..... 1:26:33

UNIVERSAL CLASS

Gypsy—R. Alger, Jr..... 2:09:20
Gamble—Keill 2:21:16
Chewink—Gore 2:37:38

CARIN CAT CLASS

Dolly—Sheldon 1:45:32
Aurora—Veltman 1:49:44
Irene—Helfman 2:01:37
Leila—Plats 2:12:08
Stubby—L. Jerome..... D. N. F.

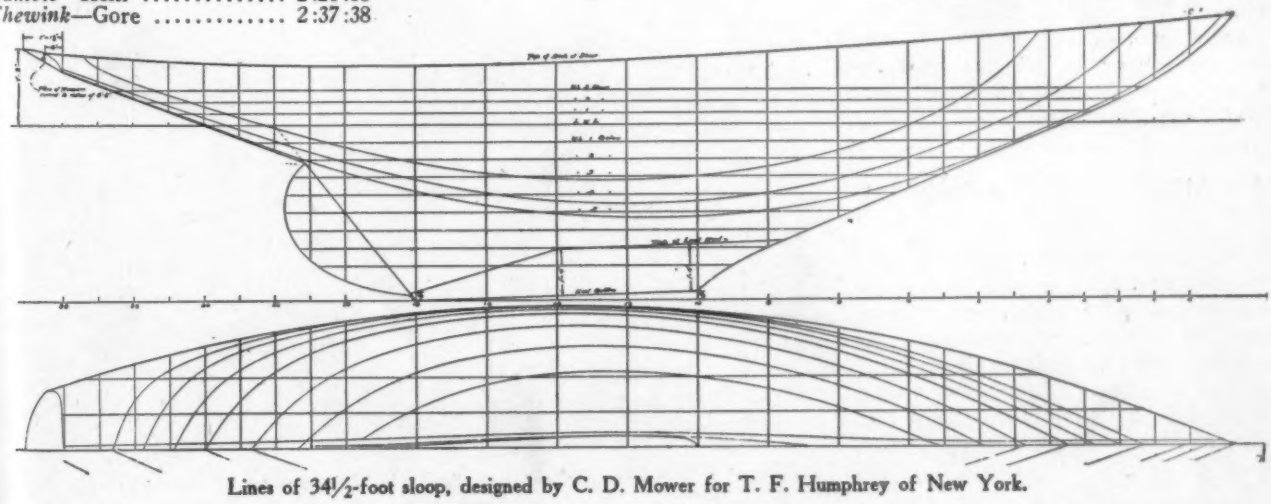


A Small Cruising Sloop

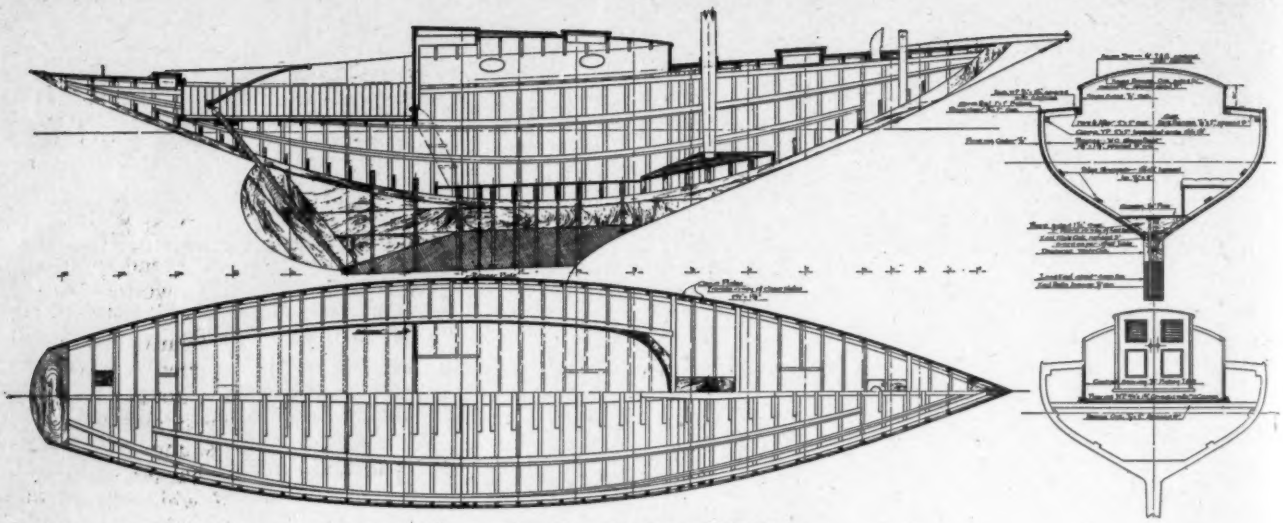
In spite of the trend towards small schooners or a two-masted rig in small yachts, the sloop rig is still popular and has many advocates among cruising men, especially among those who do not go off shore and whose cruising is mostly coastwise and in our sounds and bays. The rig, of course, has many advantages, the chief of which is its efficiency in that the sail plan is not cut up as much as in a schooner, ketch or yawl; that it will sail closer to the wind, and that there are less sheets and lines to tend. As a matter of fact for boats under 35 feet the sloop rig for cruising has much to recommend it.

A new, small cruiser was built this spring by Nevins, City Island, from designs by C. D. Mower of New York, the lines of which we reproduce here, that will interest the man who wants a modern, easily handled boat, not too big, for day sailing and yet with ample accommodations for three for cruising. The lines show a boat with well balanced ends, full enough forward for buoyancy and lifting power, with a bilge that is not too hard so that she can be easily driven with a very moderate amount of sail. The keel is fairly long with an easy sweep to the profile from stem head to the lead at the keel bottom. The freeboard is moderate and the whole boat is well proportioned.

The boat is named *Dagamor* and she is owned by T. F. Humphrey of New York City. Her dimensions are: length overall, 34 feet, 5 inches, waterline 24 feet, 6 inches, beam extreme 8 feet, one inch, draught 5 feet, and sail area 623 square feet.



Lines of 34½-foot sloop, designed by C. D. Mower for T. F. Humphrey of New York.



Construction plan of Mower-designed sloop.

A 20-Foot Knockabout for Racing or Cruising

A little 20-foot knockabout that can be used either as a boat for racing and day sailing or as a one-design class, or, with some modifications, can be turned into a small auxiliary cruiser, has recently been designed by H. L. Friend of Boston and the plans are shown herewith.

She is a very attractive little craft with a pleasing profile. For day use she shows a very large comfortable cockpit that will seat a good-sized party. She can be built either as a centerboarder or as a keel boat with outside ballast, as is indicated in the plans. Her length is 20 feet over all, 16 feet load waterline, 6 feet beam and she carries 220 square feet of sail.

As a cruising proposition the sides are carried up, making a raised deck forward with a small trunk over the cabin floor. Accommodations can be had for four and she is just the thing for boys or for one who may want a small, handy cruiser that can't capsize and can't take water, the cockpit being narrow and ceiled.

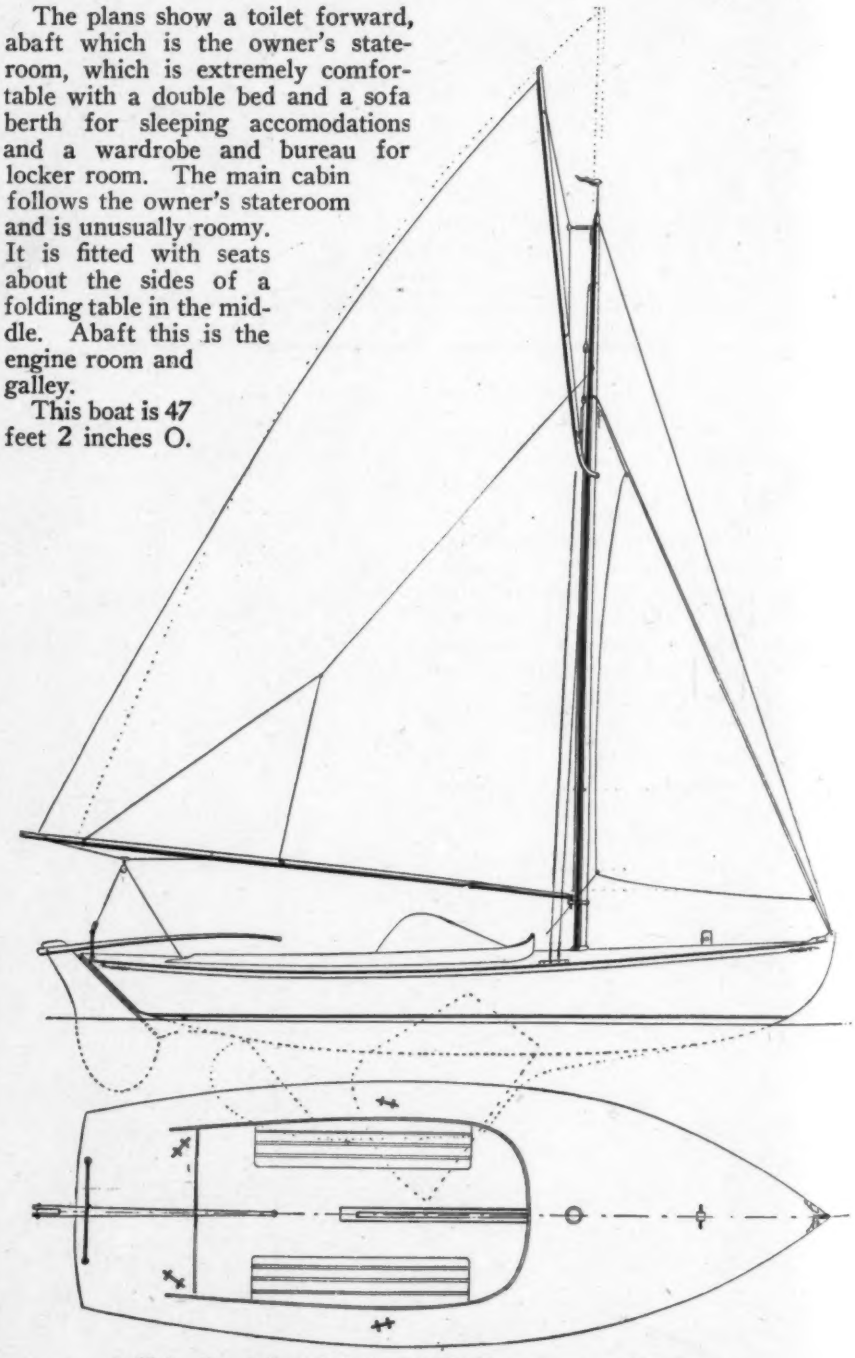
Provision is made for auxiliary power by the use of an outboard motor. This can be clamped to the transom in the keel boat, while for the centerboarder it is mounted in a well just forward of the rudder and abaft the cockpit.

An Attractive 47-Foot Power Cruiser

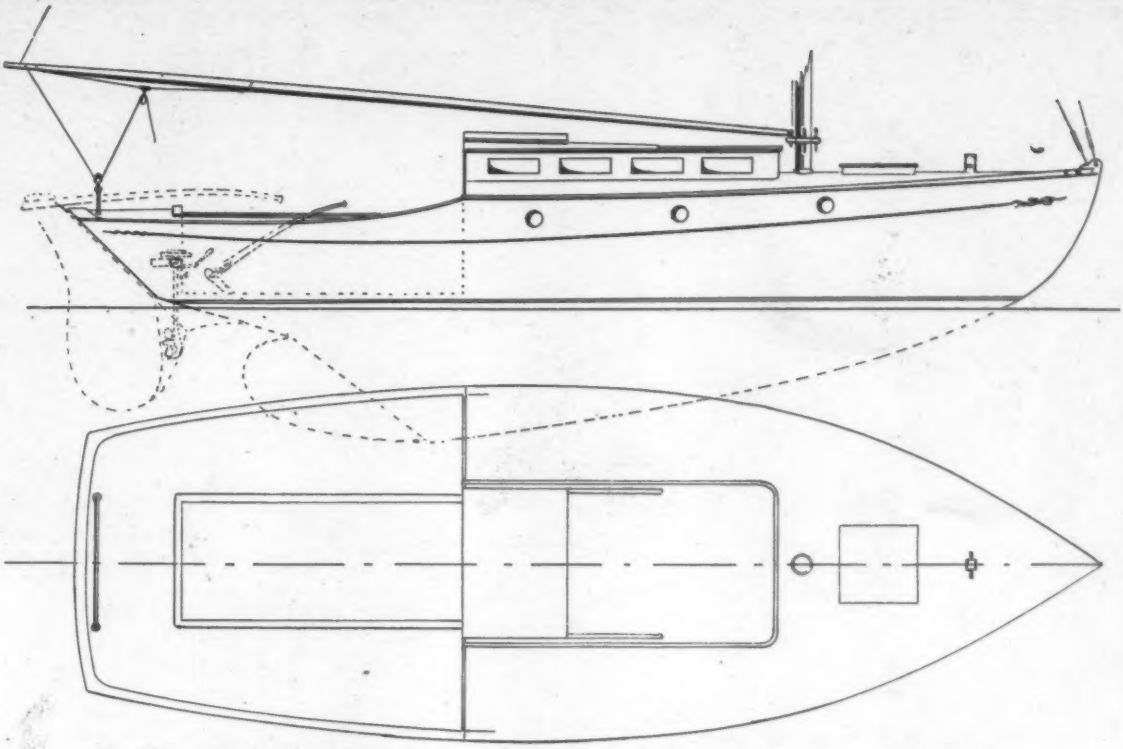
A boat of the raised deck cruiser type which lends itself to the requirements of family use has been built by the Matthews Company, Port Clinton, Ohio from designs by Henry J. Gielow, Inc. The yacht is for Mr. A. R. Southworth of the Buick Motor Sales Corp., Jersey City, N. J.

The plans show a toilet forward, abaft which is the owner's stateroom, which is extremely comfortable with a double bed and a sofa berth for sleeping accomodations and a wardrobe and bureau for locker room. The main cabin follows the owner's stateroom and is unusually roomy. It is fitted with seats about the sides of a folding table in the middle. Abaft this is the engine room and galley.

This boat is 47 feet 2 inches O.

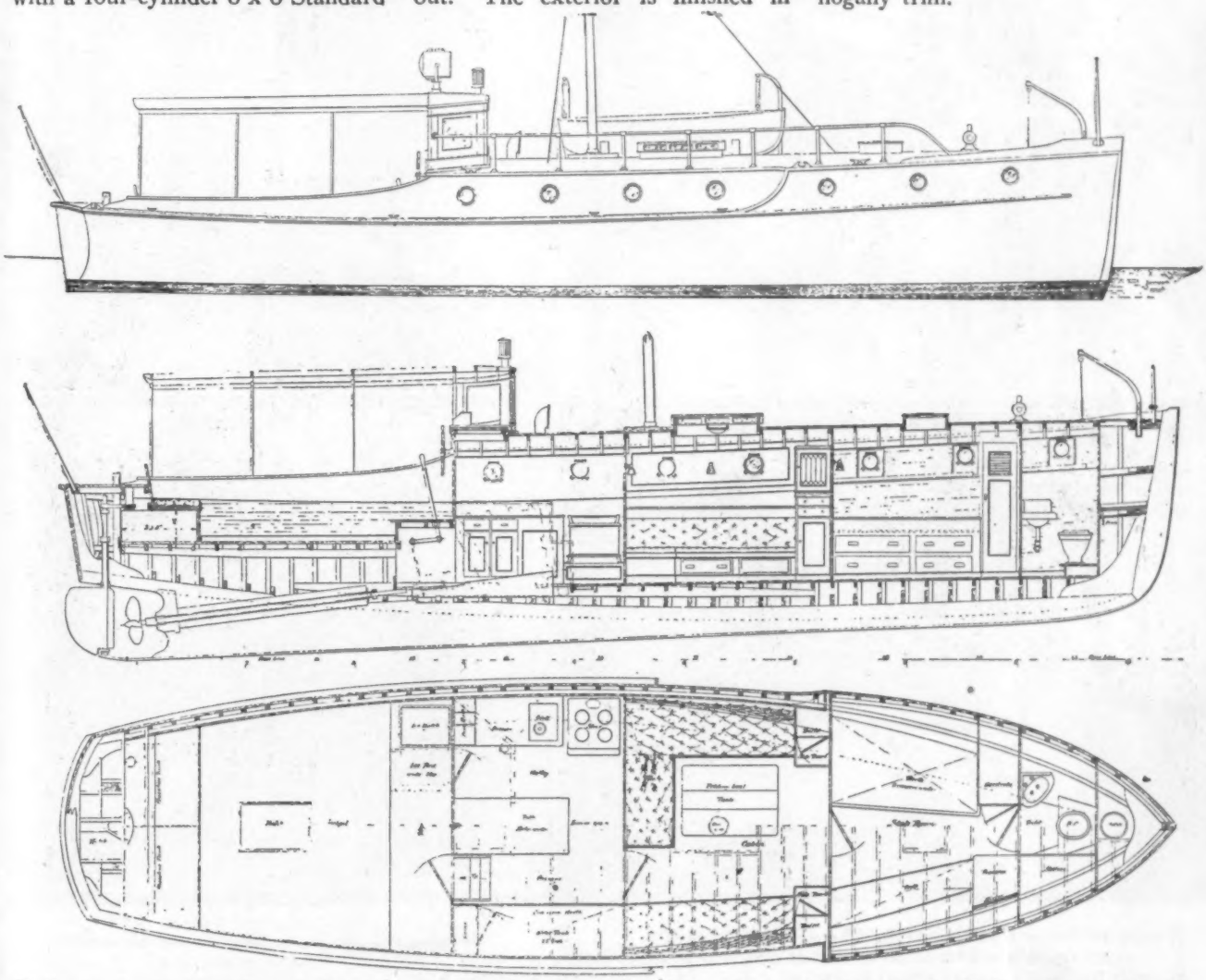


A 20-foot knockabout, built by N. W. Montgomery, of Gloucester.

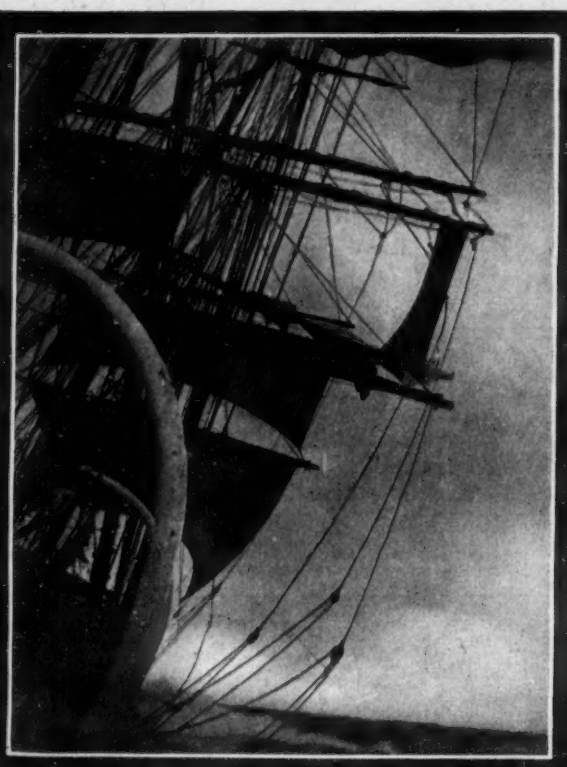


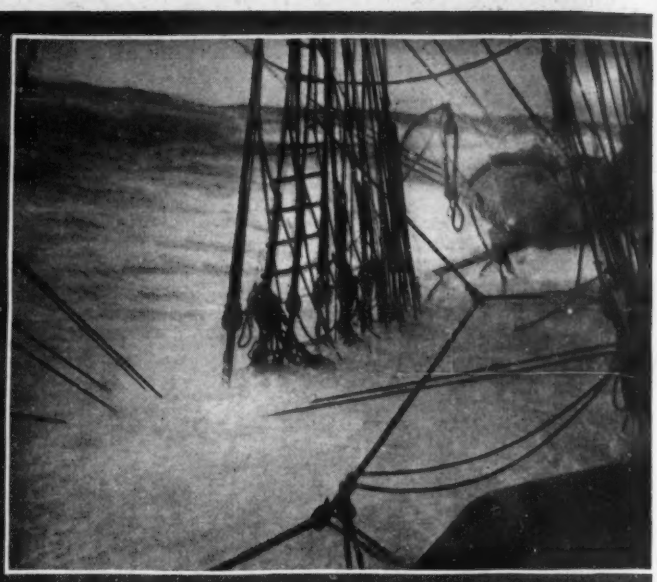
The 20-foot knockabout described on the preceeding page, built as a small cruiser and sleeping four.

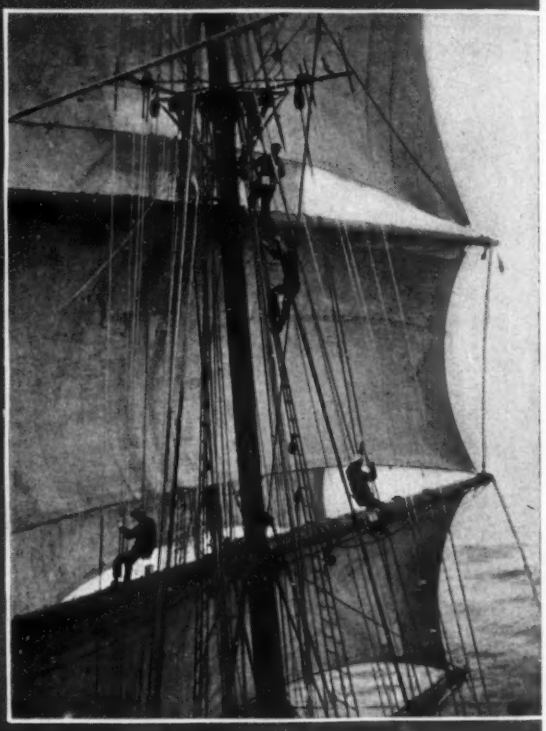
A. L., has a beam of 12 feet, draft 3 feet 6 inches, and she is powered with a four-cylinder 6 x 6 Standard motor. She is of heavy construction and is copper riveted throughout. The exterior is finished in mahogany and the cabins are finished in cream enamel with mahogany trim.

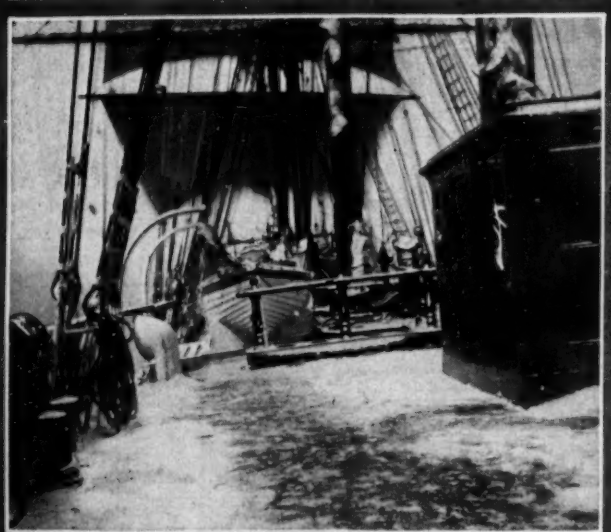


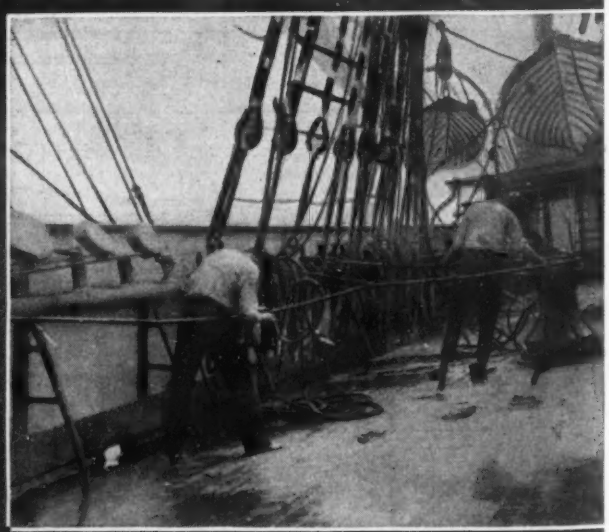
Profiles on accommodation plans of 47-foot power cruiser designed by H. J. Gielow, Inc., and building by the Mathews Company for Mr. A. R. Southworth.











Running off before a gale of wind. The main lower topsail has just split and blown out of the bolt rope.

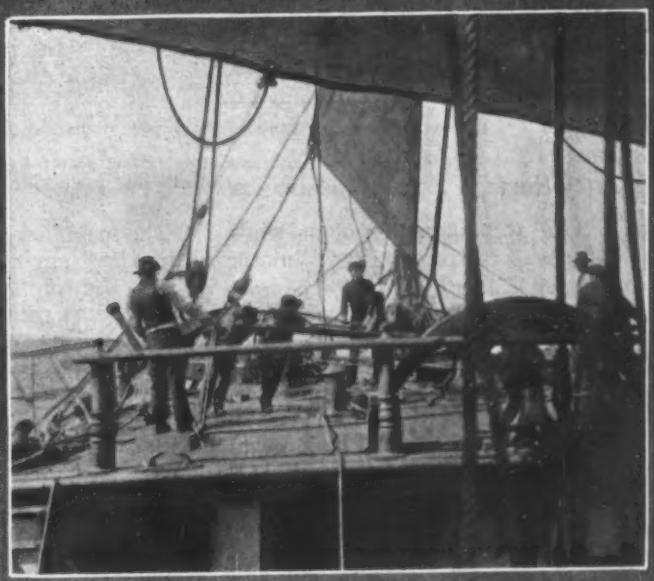
Bending new lower topsail to replace one blown away in picture above.

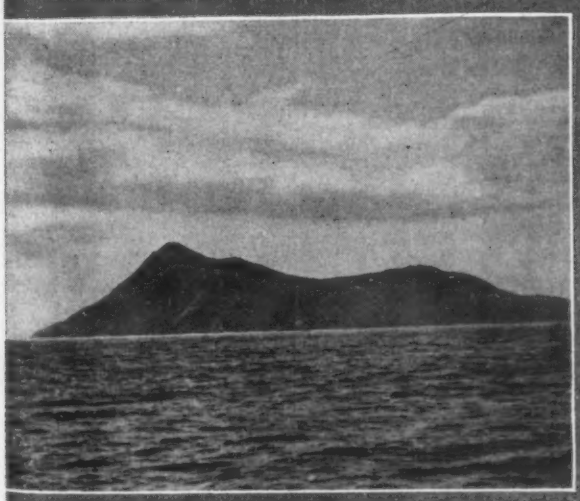
Poop deck after a Cape Horn snow storm.

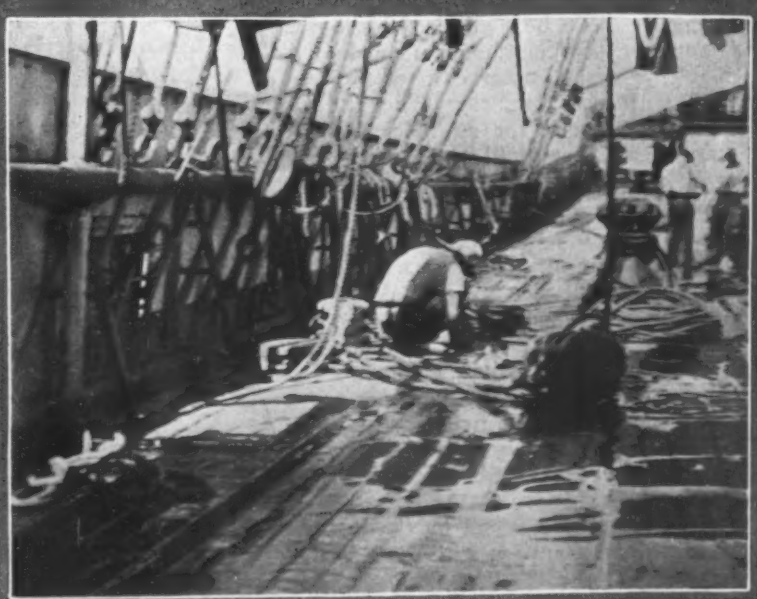
Scooping up a sea as she rolls, washing the deck.

At work aloft on the rigging and "riding down" backstays.

Life lines rigged on main deck for getting fore and aft.







On a Cape Horn Passage! Photographs taken by the captain of the four-masted bark *Arctic Stream*.

Seas washing the main deck.

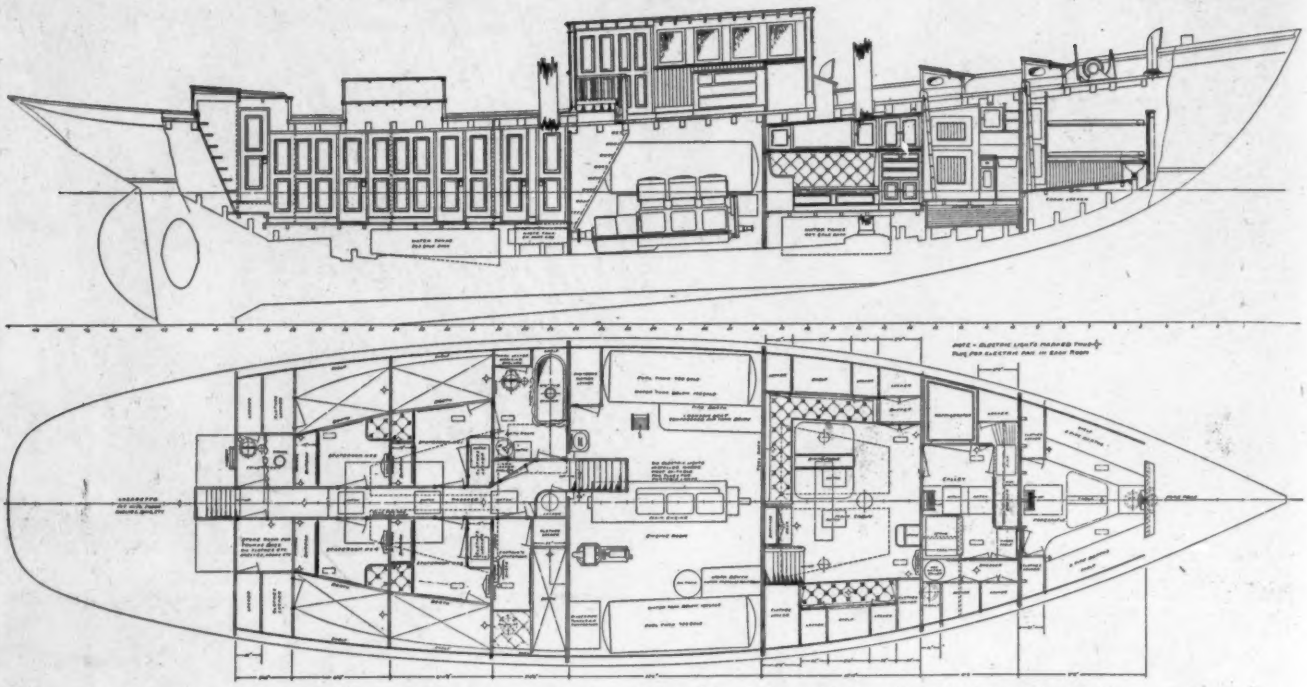
Hove down in a gale of wind. Remains of fore and main lower topsails and mizzen topmast staysail may be seen whipping to leeward.

Cape "Stiff" in an unusual mood.

All that was left of a suit of sails after a gale of wind.

Sending up a new foretopsail yard with the fall carried to the capstan on foc's'le head.

Clearing up the main deck after a Cape Horn gale.



Cutty Sark, an off-shore auxiliary power schooner, designed by R. E. Winslow for Mr. Alexander Smith.

Cutty Sark, a Power Schooner

THE accompanying plans show the full powered motor schooner *Cutty Sark*, designed by Ralph E. Winslow of Atlantic, Mass., for Mr. Alexander Smith of New York and built at Milford, Delaware. Her dimensions are: length over all 87 feet, 9 inches, L W L 70 feet, 1 inch, beam 22 feet, 4 inches, draft normal, 9 feet, 3 inches. Mr. Smith wished a vessel that was in reality a power boat, but at the same time specified that she must be able to sail and go to windward without using the engine. As he admired the Gloucester power schooner knockabout, he wished a vessel after this type with no bowsprit. The requirements were for an able seagoing vessel that could go anywhere at any time, and several long trips have already been made.

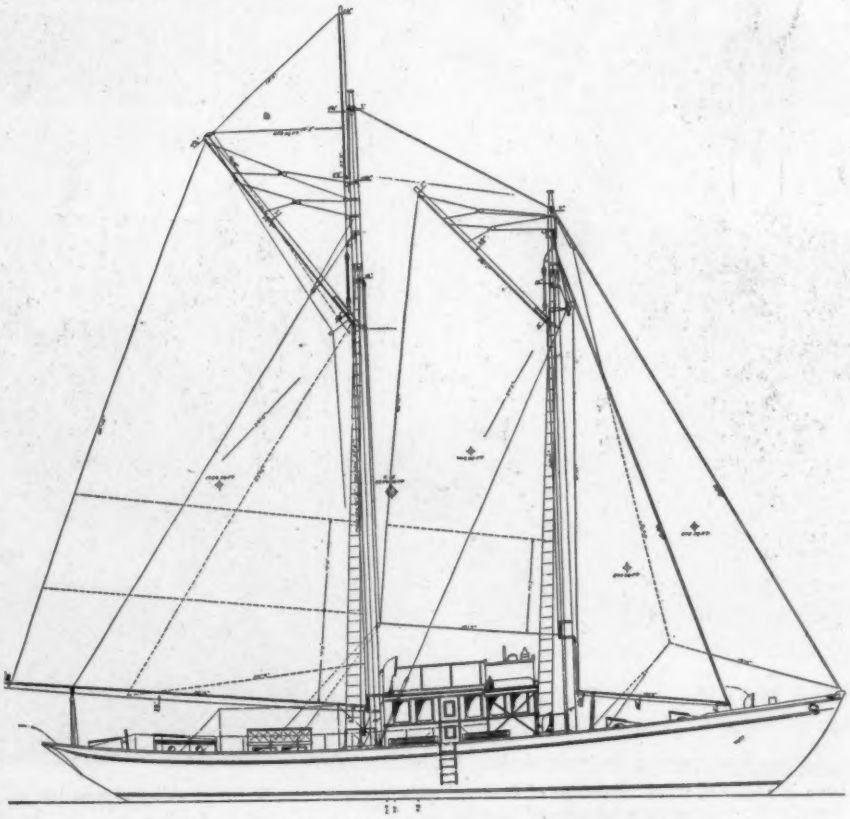
The new schooner is something of an innovation. She has a large chart house between the masts, and a flying bridge on top of it. She may be steered either from the bridge or the chart house, when used as a power yacht. Aft there is an emergency relief steering gear of the Lord Robinson Relief gear type for use when the vessel is under sail. The steering gears were designed especially for the vessel by the designer in collaboration with the Edison Mfg. Co.

The construction is extremely strong, all frames and beams being spaced 21 inches on centers. The frames are of white oak 10″ × 10″. Yellow pine and oak planking 2¾ inches.

The machinery consists of a main propelling engine which is a 125 H.P. 6-cylinder Winton Heavy Duty Motor which turns a 2-bladed propeller 50″ diameter, and 32″ pitch which gives a speed of 8 knots. There is also a 4-cylinder Winton 110-volt generator. In addition to these is an automatic electric-driven water pressure system for running a large switchboard and Edison storage batteries.

The living arrangements are particularly interesting. Aft are four large staterooms, two bathrooms, a large store room and captain's stateroom. Forward is a large cabin and dining room, a completely equipped galley and forecastle.

(*Continued on page* 273)



Sail plan of *Cutty Sark*, showing full deckhouse amidships.

The new passenger Sea Sled *Luz*, designed for commercial use on Colombian waters. Speed 34 miles per hour.

A New Type of Sea Sled

TO those who have been confronted with the problem of transporting any amount of weight at high speed in boats, particularly in shallow waters, and who are familiar with the inefficiency of the conventional type of boats for this work, the performance of the new Sea Sled *Luz*, just completed and launched at the plant of The Sea Sled Company, Ltd., West Mystic, Conn., will come as a revelation.

A group of prominent Colombians, headed by Senor Gonzalo Mejia, have been endeavoring, for the last ten or twelve years, to provide on the Magdalena River a system of transportation that would make the journey from Barranquilla to the inland towns comparable in time and convenience to the up-to-date transportation facilities existing here. In this endeavor they had developed for them the original gliding boats and ricochets, but these crafts while fast cannot carry weight and having no flexibility, had to run at full speed or not at all. So Mr. Albert Hickman, the originator of the Sea Sleds entered into a series of experiments as a result of which this new boat, the *Luz*, was designed jointly by Mr. Hickman and Mr. George Crouch.

The boat itself is, as can be seen from the accompanying photographs, exceedingly well thought out for the work for which she is intended. She has moulded dimensions of 47′ x 12′, the overall length being approximately 50′. There is a protected compartment forward for the accommodation of 20 passengers.

In the engine compartment are installed four Sterling 6-cyl. Dolphin motors, each connected to its own individual surface propeller. The motors have been staggered in their installation, the two wing motors being located at the forward end of the engine room and the two center motors at the after end.

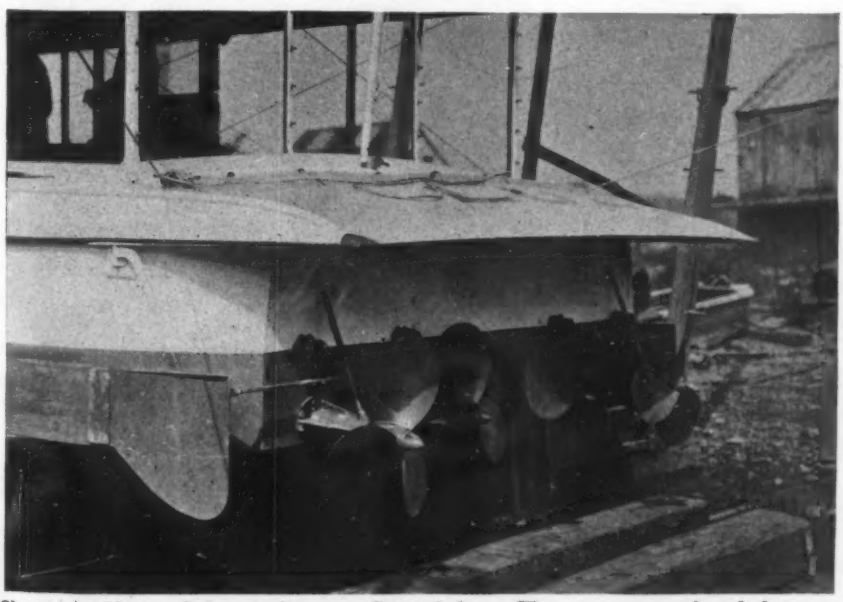
The contract called for the carrying of 20 passengers and their baggage, a total weight of approximately 5,500 lbs. at a speed of 30 m.p.h. and to be able to run in less than 2 feet of water. It will be seen that the fulfilling of this contract means a great deal wherever light draft is essential.

Immediately following the launching official trials of the new boat were held, the results obtained being most startling. The weight of the boat alone, in condition as it was for the three trial runs, with about one-half of its capacity of gasoline on board was, as near as can be determined, 31,000 pounds. Working from that figure as a basis, the weight per h.p. and the speed of the boat on the trials work out as follows:

On the first run, carrying a passenger load of 27 people, the total weight is shown as 35,320 pounds. At the revolutions at which the motors were run, a total of 800 h.p. was being obtained. The speed was 34.61 miles per hour, the boat and passenger weight figuring 44.25 pounds per h.p.

Still using 800 h.p. on the second run, carrying a passenger weight of 6,815 pounds, she showed a total weight of 37,815 pounds and a speed of 32.93 miles per hour, with a weight of 47.25 pounds per h.p.

On the third run, 65 passengers were carried, a weight of 9,595 pounds, showing a total weight of 40,595 pounds. With the same amount of h.p., the boat showed a speed of 31.03 miles per hour with the tremendous weight of 50.75 pounds per h.p. The draft of the boat with its heaviest load was approximately 20″.



Showing rudders and four surface propellers of *Luz*. These are staggered and the stern bearings are mechanically oiled.

What the Model Yachtsmen Are Doing

Cutting and Setting Sails for a Model Yacht
Part II

WHEN we know how the strains on the sails are applied we can lay our cloth so that it will resist stretching as much as possible and, also, we must make certain allowances so that the fullness or draught will come in the proper place.

It is not well for a sail to be too flat, particularly when sailing in light winds, though in heavy winds it may be flat and still be efficient. It is very important that the fullness in the cloth should be properly located as in Fig. 1 and not as in Fig. 2.

To attain the proper draught lay out the sail plan on the cloth after it has been stretched out flat, without much tension, on the floor. The plan must be drawn in every case so that the selvedge of the cloth lies parallel with the leech, or, if the sail has a roach, the selvedge should lie parallel with a chord laid through the lower and upper corner of the sail, as in Fig. 3. The selvedge of the cloth itself should not be used. Every sail should be cut with a slight roach because in use it will stretch along the boom and gaff and produce a straight line in the leech, whereas if it is cut straight at first, or if the selvedge of the cloth be used, it is more than likely that the resulting stretch will produce a hollow or so called "nigger heel," as in Fig. 4, which is both unsightly and inefficient. The writer is in the habit of cutting the roach about ½" to each foot of chord length, as in Fig. 3, the altitude being placed about 2/3 of the length above the clew. In the jib-headed or Marconi mainsail particularly, it is well to have the widest portion of the roach well up.

Having decided these various dimensions we lay out one of the sails, say the mainsail, on the cloth, using a soft pencil and marking it ⅜" large all around to allow for the hem. When this has been done an allowance must be made for the draft as follows:—

Divide the hem on the hoist, the foot and the head each into thirds; then make an allowance of ⅛" for each 3 feet in length at the third nearest the mast on the foot and head and at the lowest third on the mast, as in Fig. 5. A roach drawn over each point bounds the surplus and is the line on which the sail should be cut, preferably with a large sharp pair of shears. The lay of the threads in the cloth will be as shown magnified within the circles on Fig. 3, so that care must be exercised in hemming the hoist which lies nearest on the bias.

It is a good scheme to form a single hem first all around with a hot iron and double with the next turn about. If any reenforcing pieces are to be used they may be fitted into each corner under the seams and sewed down with them. Here the selvedge may be used to form a neat tight finish on the inner edge. See Fig. 6.

The selvedge should never be used for the edge of a sail as it ex-

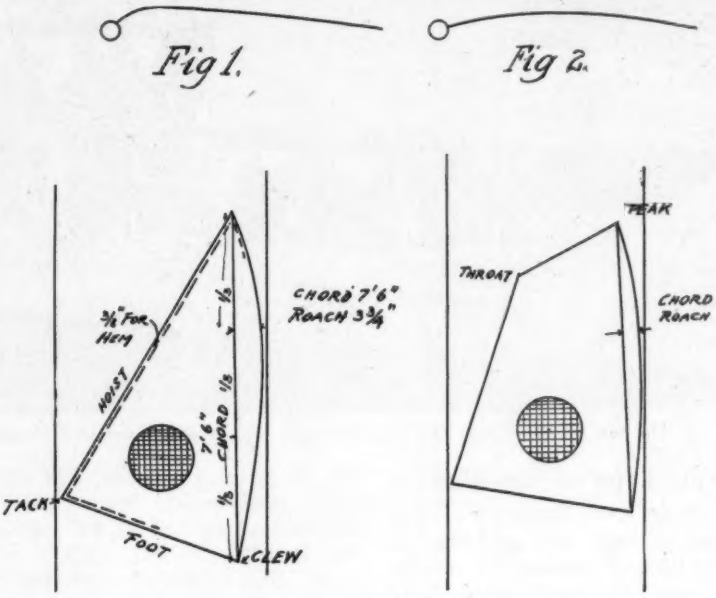
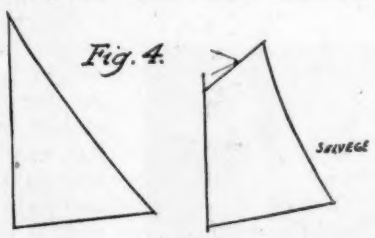
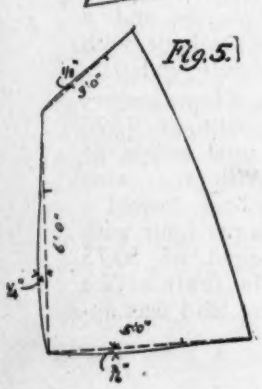
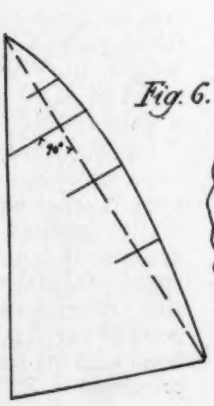
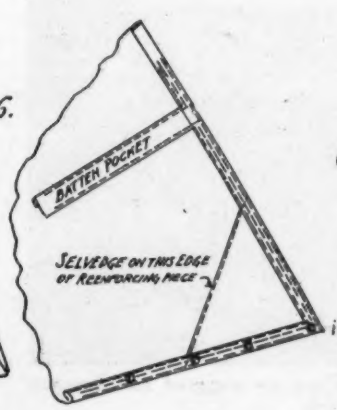


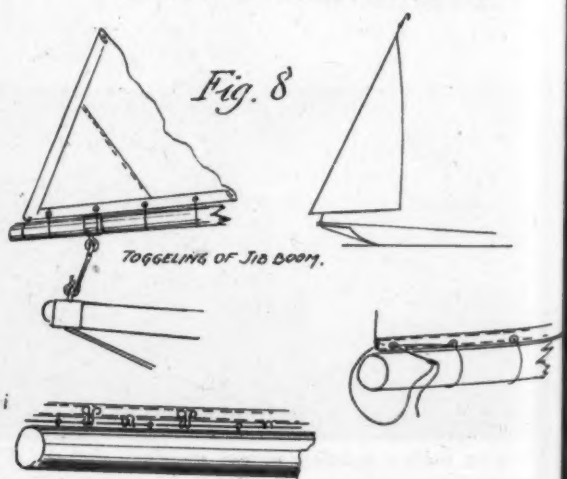
Fig. 3.



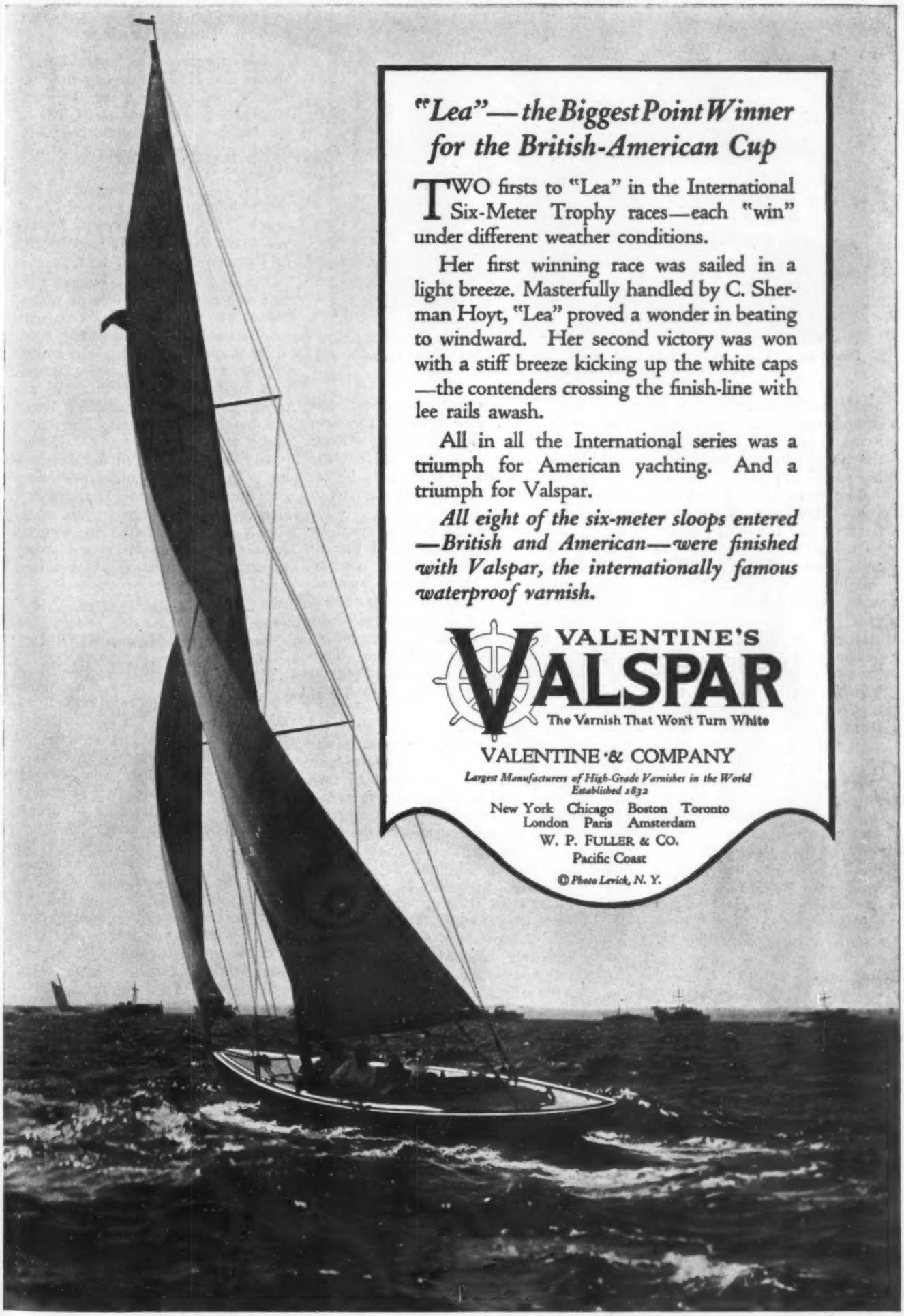








METHODS OF BENDING SAIL



"Lea"—the Biggest Point Winner for the British-American Cup

TWO firsts to "Lea" in the International Six-Meter Trophy races—each "win" under different weather conditions.

Her first winning race was sailed in a light breeze. Masterfully handled by C. Sherman Hoyt, "Lea" proved a wonder in beating to windward. Her second victory was won with a stiff breeze kicking up the white caps —the contenders crossing the finish-line with lee rails awash.

All in all the International series was a triumph for American yachting. And a triumph for Valspar.

All eight of the six-meter sloops entered —British and American—were finished with Valspar, the internationally famous waterproof varnish.

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VALSPAR
The Varnish That Won't Turn White

VALENTINE & COMPANY
Largest Manufacturers of High-Grade Varnishes in the World
Established 1832
New York Chicago Boston Toronto
London Paris Amsterdam
W. P. FULLER & CO.
Pacific Coast

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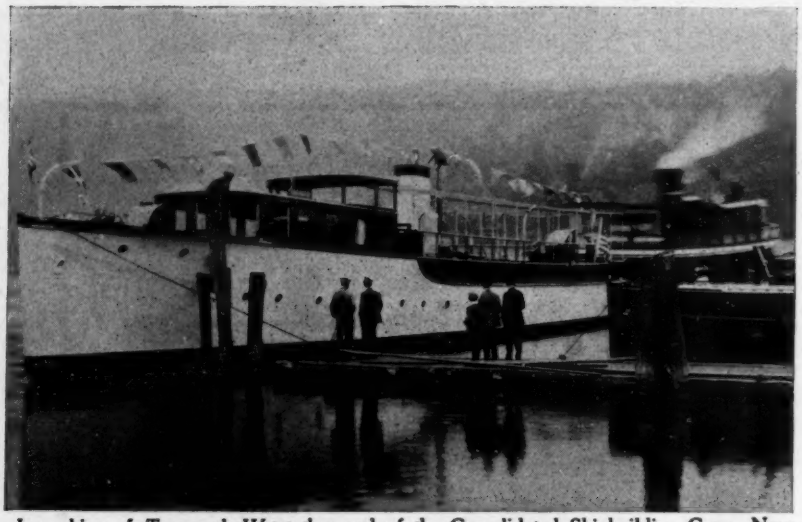

Launching of *Tamarack IV* at the yard of the Consolidated Shipbuilding Corp., New York. She is a 99-footer, owned by Dr. H. N. Torrey.

pands and contracts very little in comparison with the rest of the material and this is very apt to be the means of producing a poor looking and fitting sail.

The strip cut off with the selvedge may be used for the batten pockets and these are easily made by using the selvedge on one edge and hemming the other. They should always be placed on the sail square across the cord of the roach as in Fig. 6, and under the seam at the leach. The battens may be put in from the forward end and the end of the pocket tucked under it as shown. Sometimes, in the jib-headed mainsail, the second batten from the top must be run to the mast to hold out the roach properly. It is best to sew all edge hems three times making a hard tight hem but during the process great care should be exercised particularly during the first time around, not to distort the material by pulling. It is better if the edge hems are drawn in a bit leaving the sail full as they will stretch where required under strain.

When cutting jibs the method is somewhat different. The luff being on the bias of the cloth it must be cut hollow a little otherwise the stretch will create a greater fullness in the luff of the jib then is proper.

The luff length is divided into thirds and a hollow equal to 1/16" per foot of luff length is laid off and the sail cut on that line. This is done after the usual 3/8" has been added to the sails' actual dimensions, all around, for the hem, see Fig. 7. Reenforcing pieces and batten pockets ay be used with advantage in the jib and are sewed in the same manner as described for the mainsail.

There are many ways to secure the sails properly to the spars. The builder must take into consideration whether he will find it necessary to take his rigging down frequently or not. The simplest manner perhaps is to run a wire through the hem at the luff of the jib having a loose hook at the upper end so that the jib with boom complete may be removed as a unit and rolled up, as in Fig. 8.

In this case the halyard need be nothing more than a short line to the eye on the upper hook used to haul the sail to its proper tension. It is well to toggle jib booms so that they will swivel from a point about one to one and one-quarter inches inboard from the outer end. This will prevent the sail from "pigeon winging" when going before the wind.

On the foot, the boom may be secured by sewing as shown in detail or very small eyelets put through the hem of the sail and then secured with light twine in the same manner. The above applies also to the bending of the mainsail to gaff and mast.

Another good method is to use eyes made of pins driven into boom, gaff or mast through which a wire is stretched taut. No. 00 nickel-plated dressmakers hooks are sewed alternately one side and the other on the sails and these are snapped on the wire. This method has the advantage of making the sails easily removable and as the hooks are slidable it is much easier to obtain a perfect set to the sails. No matter what system is used it cannot be too emphatically stated that sails should never be hauled out with a strong tension along the spars or stays, in fact far more sails have been spoiled in the setting than in the cutting and sewing of them.

At first it is best to haul them out without any tension whatever, just their length and no more, and when in the course of usage they show the slackness produced by natural stretch only the slack taken out as it develops.

Tamarack IV—A Large New Power Cruiser

The acompanying photograph shows Dr. H. N. Torrey's new 99-foot Cruiser just after she was launched recently, at the yards of her builders, the Consolidated Shipbuilding Corporation, Morris Heights, New York City.

The yacht was christened *Tamarack IV* and will succeed *Tamarack III*, Dr. Torrey's former yacht which was destroyed by fire in Pamlico Sound last winter.

Tamarack IV has a beam of 16 feet and draws four feet of water. She is of the raised deck type with combination living and dining room in deckhouse forward. The bridge is just aft protected with permanent roof and glass sides. All exterior joiner work, including decks and hatches are of teak. The motor power consists of two 300 Horsepower Speedway engines, developing a speed of 18 miles per hour. One launch and crew's boat are carried on deck. There are six staterooms and two baths in owner's suite. Crew's quarters and galley are arranged forward under raised deck.

Some New Mexan Models

The Mexan Boat Company of New York City and Patchogue, L. I., which brought out the little 18-foot knockabout and one-design class boat *Mexan* last summer, is adding some new sizes in this line. The 18-footer proved very successful last season and they are now being sailed in a number of different localities. The new models will consist of a 16-footer called the Mexan Jr., the dimensions given being the size over-all. There is also a Mexan Sr. coming out, 17 feet on the waterline and 25 feet O. A., a somewhat larger boat than the 18- or 16-footers. Prices and specifications on this larger boat will be mailed on request.

The 18-footer will also be made in three grades of finish next year, known as A, B, and C. The former consists of bright deck and mahogany finish throughout, grade C being canvas covered with straight instead of bent coamings, and grade B a finish in between these two.

The Mexan Boat Company have recently completed an order of seven boats for a yacht club in Florida where they will be raced, beginning early in February. These boats may be seen at the Patchogue shop of the company by any who are interested in getting a look at the completed model.

TARPON INN, USEPPA ISLAND, FLORIDA

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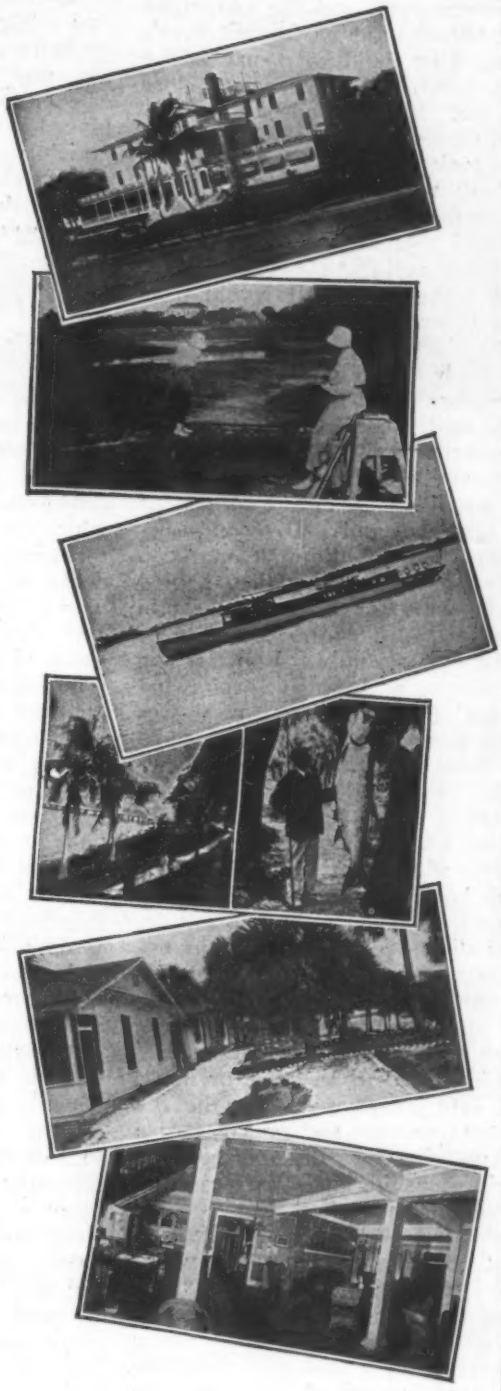

JUST beyond the bounds of civilization—eighty miles south of Tampa, on the Florida west coast—lies an island, a gem of the seas, "Useppa the Beautiful." And nestled in the midst of this semi-tropical and flower wreathed playground, stands the friendly portals of Tarpon Inn—famed for sport and honest hospitality.

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Besides the best tarpon fishing in the world, numerous other fish are found in the waters around Useppa. For light tackle, from January to June, there's the speedy lady fish and the voracious snook, for instance. In addition the spectacular and gamy king fish affords brilliant sport. Consequently, there's always enough fish to round out a day's sport.

Then, there's golf—golf on "The Sportiest Nine Hole Golf Course in Florida." You light your jimmy pipe and smile when you see the rolling, velvety fairways, the unique natural hazards and the great shady palm trees which dot the entire course, for here is a playground that was planned for you to give variety and interest every foot of way. Besides there's always an expert coach in attendance.

Finally, come to Tarpon Inn, Useppa Island, for days of true recreation and sport; for days of splendid comradeship; for days of sincere, honest hospitality; for days crowded with genuine happiness, and for days that build added vigor and health. No doubt, the consideration is less in all than it costs to stay at home.

Tarpon Inn

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Florida Hotel and Navigation Co., Dept. B 220 West 42d Street, New York

Gentlemen: Please send me your booklet and further particulars.

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Address.....

The Fisherman's Race

(*Continued from page* 233)

Canadian's stern and nosed in between his rival and the committee boat, almost scraping the destroyer's stern. One could have spat on her deck from the destroyer, so close was she. She jumped by the *Bluenose,* moving two feet to the latter's one, took her wind, and though Walters luffed when clear of the committee boat, Morrissey, luffed too, and shot by and took the lead right then and there. He was never headed thereafter. It would have been a great start for even the six-meter class, and cheers broke out from the crowd on the destroyer. Then they eased sheets for the first mark and, making 12 knots, both tore through the water, the *Bluenose* hanging out her rival's quarter like a bulldog.

There was only 40 seconds between them at the first mark, 5 miles away, and then they hauled on the wind for a ten-mile beat to windward. *Bluenose* seemed to be eating out to windward on this leg, but Angus was evidently pinching her and his fisherman's staysail was aback a good part of the time, while the *Ford* footed and increased her lead. Three miles from the mark the *Ford* tacked and the *Bluenose* followed suit at least ¼ mile astern. Both made several hitches for the mark before they could fetch it, in a rapidly freshening breeze, and the *Ford* slipped around first 2 minutes, 54 seconds in the lead, a steady gain for the entire leg.

Both boats could lay the next mark on a close reach. The wind had hardened to 15 knots or more, and kept increasing while the sky became overcast and greasy. At a 12-knot clip they tore for the third mark, smashing into the seas and burying lee rails for the first time in the series. It was the kind of weather *Bluenose* had been wanting, but it did her no good. The *Ford* took the seas as easily, and though the *Bluenose* was more powerful she could not overcome the American's lead. At times, in the puffs, both vessels did close to 13 knots and both skippers were driving them. There was no let up. They made the ten miles in 51 minutes. The difference at the mark was 2 minutes, 5 seconds, a gain of 49 seconds for the Canadian, but because they were moving faster it was no gain in distance to speak of.

It was a run dead before it to the next mark. On this point of sailing the *Ford* is the best and she drew away from her rival until there was 4 minutes, 45 seconds between them at the turn. Both took the buoy close, jibed and flattened in for the close reach to the finish. With everything bar-taut and water spurting through the lee scuppers while the crews crouched under the weather rail they boiled down on the line. The *Bluenose* was standing up better than the *Ford* and in the sea was doing somewhat better. She closed up some but Morrisey played it safe and held up higher to anticipate any shift of wind.

This time the judges waited and they clocked the two schooners just 2 minutes and 26 seconds apart. It was a great race for both winner and looser—as close a race over 40 miles of tumbling sea as one could wish for.

Third Race

There was a fresh wind blowing outside early on the morning of the third race, of about 25 miles strength, and a good sized sea was tumbling in from the south'ard into which the racers dived and slapped, throwing the water over forward decks and wetting the jumbos half way to the head. But it let go before the start and had flopped to about 12 knots when the boats were sent away at 11 A. M. on the third trial, or second *official* race. The wind was from about the same direction as in Saturday's race, and the start was down wind. The *Ford* was first over, some 10 seconds in the lead, but with *Bluenose* hanging on her quarter. Morrissey pulled out ahead a couple of lengths, but could gain no more and Walters kept the big Canadian boat right on his stern. Both boats were "wung out." At the mark the *Bluenose* swung across the *Ford's* stern and took the turn first, cleverly slipping inside and getting her sheets aft on the run. Hard on the wind the Canadian began to foot fast in the long swells, and immediately began to open up distance on the American boat. Morrissey pinched the *Ford* and she looked up higher, but it was no use, for *Bluenose* was footing faster and standing up to it better. Slam, bang they went, tack after tack, to the weather mark, first one and then the other getting a favorable slant, but it was *Bluenose* weather and she was not to be denied. She gained seven minutes on the leg, a long distance for any boat to make up.

The wind was over the quarter on the next leg, the way the *Ford* liked it. The wind picked up and both boats carried on and were doing eleven knots. The *Ford* picked up a half mile on the leg, being only 4 minutes, 44 seconds behind at the turn, but beyond that she couldn't gain. She made a slow turn at this mark and then headed for the Thatcher's mark in a rapidly freshing wind. On this leg the *Ford* caught a squall which laid her over until her scuppers spouted and she tore through the water, piling up the seas on both bows. She caught it with topsails up and flying staysail set, and though topmasts buckled, everything held and she closed up fast on her rival. It left her, however, before she caught the Canadian and she turned the last mark 4 minutes, 22 seconds behind the flying *Bluenose.*

It was all over now but the shouting. The next leg was five miles dead to windward. It was *Bluenose's* best point and she gained on it, crossing the line 7 minutes and 23 seconds in the lead.

Fourth Race

The wind was piping from N. W. to N. N. W. when the two racers came out the next day for the official third and deciding race of the series. It was blowing hard, 25 miles or more in the puffs, and both boats were making steamboat time.

The first leg was a close reach for 5 miles and at the turn the Canadian had a lead of 1 minute, 5 seconds. "Clayt" gained at the turn, and on the next leg, a broad reach, he drove the *Ford* for all there was in her and picked up until at the second mark he turned only 27 seconds behind. It was a grand race.

Close hauled on the next leg, both vessels were carrying too much sail, as the wind had hardened again and they were smothered in the puffs; but neither skipper would start a halyard and both hung on to their kites and drove them while the steel rigging hummed. It was a race for blood.

Suddenly the jib topsail of the *Ford* was seen to flutter and come down and the foretopsail shivered. The foretopmast head had carried away and there was nothing to do but get in jib topsail and fore topsail. When Walters on the *Bluenose* saw what had happened he took in his jib topsail and flying staysail and eased his own vessel. It was sportsmanlike, but it did not help the *Ford.* Her chances in the race were done. She gamely went on and finished in the wake of her flying rival, being 7 minutes, 51 seconds astern as she crossed the line.

It was a hard race to lose, and a bitter defeat in the series, which should have ended after the second race. As it was, each vessel won two races, the *Ford* the first two in weather to her liking, the *Bluenose* the last two in weather that just suited her. And there you are! In most minds the question of supremacy is still in doubt.

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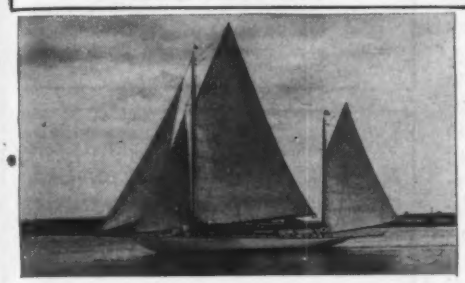
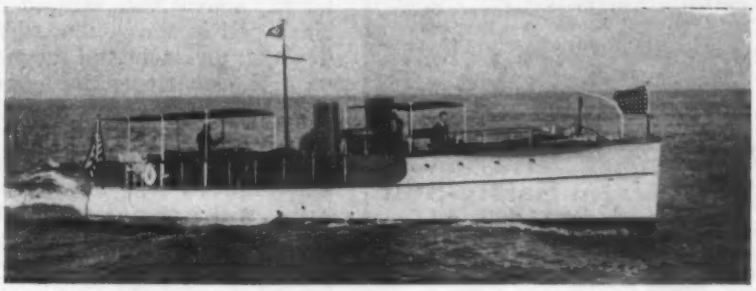


NO. 1201—FOR SALE—Auxiliary keel and centerboard yawl. 68′ x 45′ x 15′ x 6′. Sails and Sterling motor practically new. Self starter. Very complete equipment. Everything in best possible condition. Low price. G. W. Ford Yacht Agency, 41 East 42nd Street, New York City.



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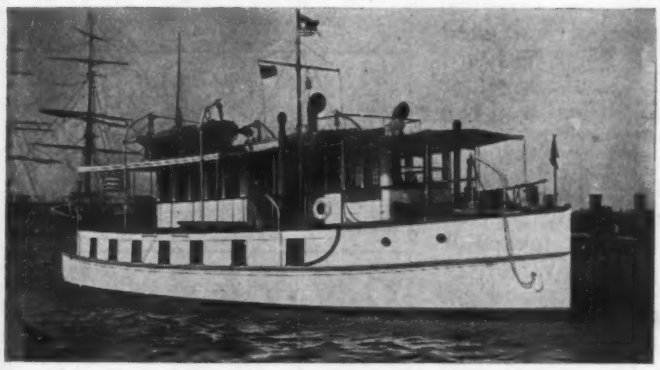

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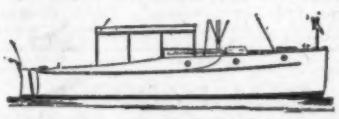

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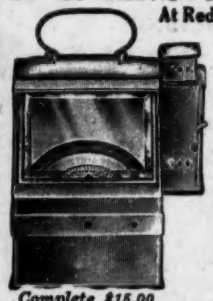

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Sliding Down to Miami

(*Continued from page* 238)

ties of Biscayne Bay they hoped soon to see, when they were awakened rudely by a startled cry from on deck, to "tumble up in a hurry and get the canvas off her."

As they stumbled up the companionway a vivid flash showed a heavy black pall in the southeast bearing down on the yacht and the two men on deck clewing up the topsail and clearing the main halyards, while no one was at the wheel. They jumped to help with the work but when the mainsail was half down a terrific squall struck the *Piute* and, having but little headway, she lay over until the cabin house was awash and all hands hung on for their lives. Try as we could, we could not get the mainsail smothered until the first fury had passed, after which came a deluge of rain. As she gathered way and came up the mainsail was finally subdued and she stood up and tore off sou'west, the wind being about S. E. Then we heard a snap for'ard and a slatting that sounded as if all hell had let loose and a cry came aft that the jib sheets had parted. In getting the halyards off in the dark a bight got crossed and when we got the sail half down the halyards jammed at the block and we were in a pretty mess. Soon the sail began to go, whipping to pieces, and we could do nothing as there was no way of getting aloft to clear the block except by going up the shrouds, which had no ratlins on them, nor could we reach the halyard to cut it. In five minutes there was nothing left of the jib but the bolt ropes.

We knew we couldn't stand S. W. very long, and as she wouldn't tack under staysail and jigger, we wore ship and let her go off shore, heading E. x N. After a couple of hours the wind moderated, backed to the east, the stars began to come out, and we figured we had struck the trades with a bang. They frequently strike in in this manner.

We let her go all that night and the next day under staysail and mainsail and made Miami before dark the next night, just 54 hours from Mayport.

We had made the total distance of 1195 nautical miles from New London to Miami in 7 days, 18 hours sailing time, or an average of about 6½ knots on our course while under way. We had only laid in port 2 days, 18 hours, so that our actual time from New London was 10½ days. We couldn't have done it by the inside route in less than 3 weeks. That's why I say, "If you're in a hurry, go outside."

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Curtly Sark, a Power Schooner

(*Continued from page* 252)

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Statement of the Ownership, Management, etc., required by the Act of Congress of August 24, 1912, of YACHTING, published Monthly at New York, N. Y., for October 1, 1922.

State of New York, } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared W. A. Miles, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the YACHTING and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, and business managers are:

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Editor, Herbert L. Stone, 47 West 47th Street, New York City.

Managing Editor, Herbert L. Stone, 47 West 47th Street, New York City.

Business Manager, W. A. Miles, 47 West 47th Street, New York City.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

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3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

(Signed) W. A. MILES, Mgr.

Sworn to and subscribed before me this 15th day of September, 1922.

(Signed) James Sarett.

(My commission expires March 30, 1924.)

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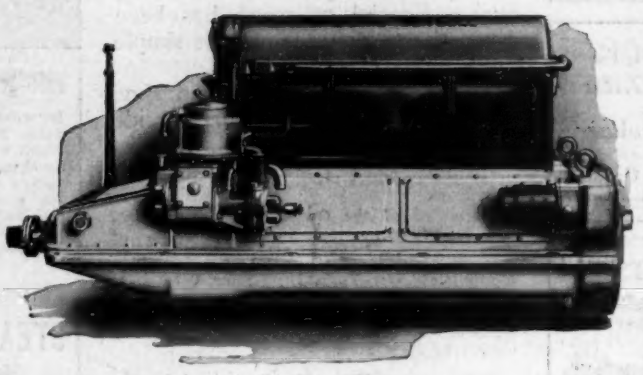

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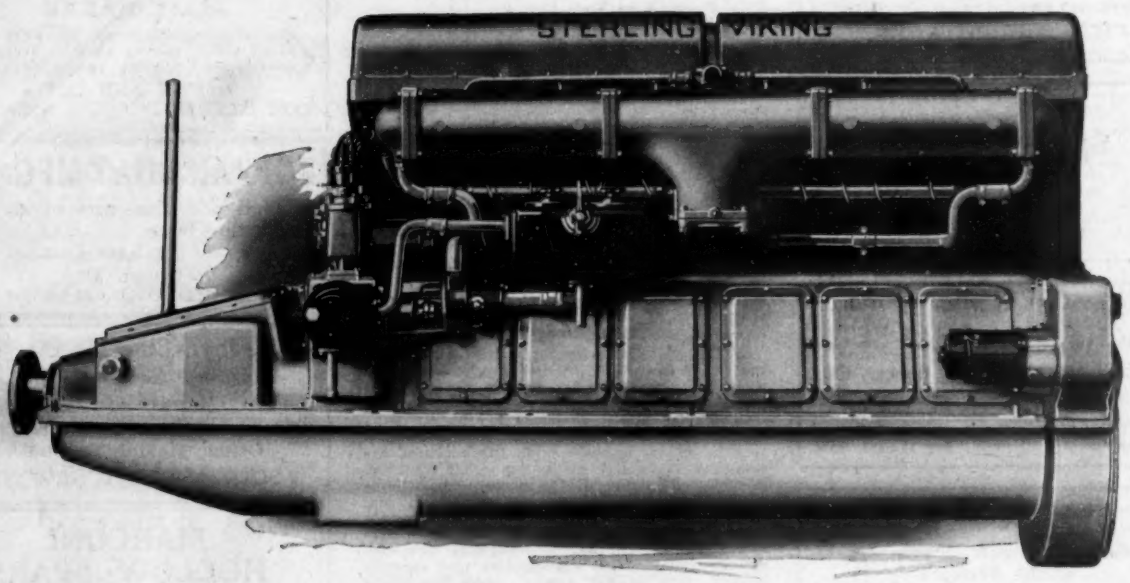

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Sterling Engine Co. 1258 Niagara St. Buffalo, N. Y., U. S. A.

Dog Star, a little 40-footer that shoots around at 24 miles an hour, and gives her owner, F. O. Allen, of Providence, a lot of fun plus comfort.

Cruising Club of America Meeting

The first Winter meeting of the recently formed Cruising Club of America was held at the Harvard Club, New York, on November 15th, at which a large number of the members were present. Probably at no other gathering held in this country have so many cruising yachtsmen who have "done things" been seen together. Among these may be mentioned:

Fred Thurber, who went across in the *Sea Bird;* "Bill" Nutting, of the *Typhoon,* who presided; Sidney Breese of the *Filatonga;* Henry A. Wise Wood, who has been up and down the coast in every kind of a craft from a canoe to a power boat; "Sandy" Moffatt; Uffa Fox, who crossed in both the *Typhoon* and the *Diablesse;* Alfred Loomis of the *Hippocampus;* Walter Sullivan, who has been in about every offshore cruising race sailed in this country; Fred A. Fenger, who wrote "Cruising Alone in the Caribbean"; C. D. Mallory, Dr. L. H. Baekeland, C. G. Davis, M. S. Kattenhorn, Daniel Bacon, Leonard Dyer, Harry Jackson, G. P. Granberry, C. A. Marsland, H. L. Stone, Sam Wetherill and a host of others.

The speakers were Anthony Fiala, who told about his trip to the Arctic, to the Island of Nova Zembla, (where his ship was lost) and on Arctic conditions generally, and Fred Fenger, who spoke about his trip through the Windward Islands in a 17-footer single handed, and of a voyage through the West Indies in the *Diablesse.*

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Dog Star, a 40-Foot Cruiser

Mr. F. O. Allen's new express cruiser, which has apparently acquired the name *Dog Star* from the ethereal region, is a 40 footer, of 9' 5" beam, draws about 2' 10½" water, and makes just under 24 miles an hour on a measured course. Wm. H. Hand, Jr., of New Bedford, Massachusetts, designed her, and F. S. Nock, of East Greenwich, R. I., built her. She was launched last Spring. There are, perhaps, very few heavily built cruisers, 40 feet long, that can maintain steadily about 24 miles an hour, using a single six-cylinder engine. The speed is made possible not only by the efficiency in hull design, but by the advancement in marine engine construction. The engine is a dual-valve six cylinder Sterling, developing 50% more horsepower than its predecessor of the same size. In fact, it is more powerful than the previous eight-cylinder engine, and 180 horsepower is developed at 1,200 revolutions, the normal cruising speed, while at 1,500 revolutions, 225 horsepower is obtained.

Consolation

WE grieve because the winter storms
Have stripped the bay and harbor bare;
Left only, are the mooring buoys
Where hull and sail had been so fair.

Down come the white storms from the North,
And icy winds blow chill and raw;
While waiting on the landing float,
One hungry gull was all I saw.

A service launch still plies between
The club and station on the shore,
But graceful spars and sails are gone,
The yachting cap is seen no more.

And so it is the winter through,
Just one drear scene against the gray,
But resurrection day comes, when
You see it once again in May.

Paul R. Stillman

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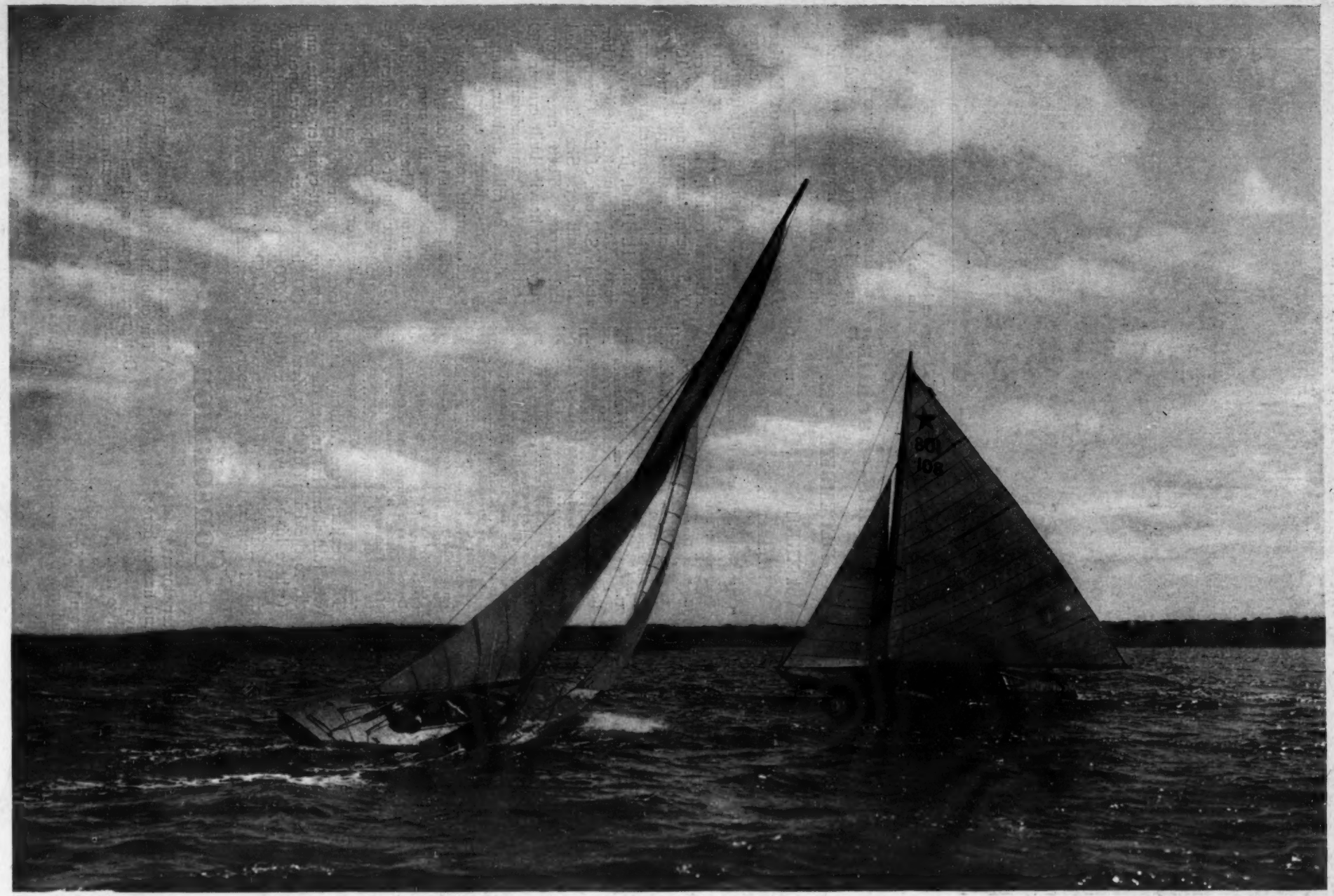

Photo by Levick

A tense moment in the National Star Class Championships, held on Long Island Sound in September, in which six different yachting centers, from Narragansett Bay to California, were represented. *Three Star*, on starboard tack, crossing *Tara*.